Elisha W. Kelsey

Beverly

Mass.

Journal
Kept on board the Whaling Schooner
Carrie W. Clark, of Provincetown
Capt. William Clark By
Elisha P. Hussey of Beverly
(Boatsteerer).

Monday May 4th 1868.

We got under weigh from Provincetown harbour, at about 11½ Oclock, this forenoon, with the wind about S.W. and very pleasant weather, after we got by the Race Point Light house, we steered off S. by E. we had at first quite a strong breeze, and were soon obliged to furl the main gaff topsail. the wind moderated some afterwards. in the afternoon, several of the crew were seasick, and at dark were growing worse. We have been putting our cleargie to rights order, there are four of us in it, three boatsteerers, and the shipkeeper. we have quite a comfortable place, though rather small. one of our boatsteerers is Portuguese, the other, and shipkeeper, are residents of Provincetown. both mates are Portuguese, the first mate has his son here with him, a boy about 11 years old. At dark, the land was quite out of sight, on our weathers quarter. Good bye to America, for a year or two.

May 5th

We have had very pleasant weather all day. the wind has been very light, part of the time nearly calm. we set the fore and main gaff topsails during the night. I have been busy, fixing my boat. (I and in the first mate's (larboard) boat.) all the forenoon, and in the afternoon I cut out, and commenced to make our boat sail, I worked on it untill dark. Our sea sick men are some better today. it has been such very smooth weather, that they were not very sick. we set up the flying jib stay, and gaff. in the forenoon. the rigging is all so new, that it gets slack very quick. The vessel leaks some, for a new vessel, about 500 strokes of the pump in 24 hours. I suppose she will soon swell tight. there have been a number of vessels in sight during the day, at dark. there was a steamer, on the larboard bow, bound towards New York, during last night, we steered about E.S.E. today S.S.W. the wind has been variable. it is now E.N.E.

May 6th

Commenced very pleasant, and continued so, varied with a little fog! through the day. In the forenoon, we saw a very large school of blackfish, they were quite

May 1868.

moderate, and some of them were very large. I have been busy most of the day, making a canvass covering for the line tubs, to the boat. I have also been jobbing a little about the boat. The wind has been very light and variable, sometimes calm, steering S. W.

May 7th

It has been very foggy all day. The wind has been very changable and light, steering S. W. There have been several finback whales in sight. I finished making my line tub covers, and then commenced covering the rowlocks of the boat, with leather, to keep them from making any noise, when after whales. We put the iron bowsprit aloft, to stand in, to lookout. I suppose we will have men on the lookout, as soon as it becomes clear weather. Our boys that were seasick, are all well but one, he has eaten nothing since leaving Provincetown, and is now so weak, he can hardly stand. We heard some kind of fish sporting last night, in our watch, could not determine what they were. The "grounds" seem to be quite lively here. ~~There humpbacks~~ sperm whales have been seen here, a number of times. I wish we might be fortunate enough to see some here, also. our boats are just in order enough to take some new, we got a number of things ready while in Provincetown, but they are not fully rigged yet.

May 8th

Last night commenced very foggy, with a moderate breeze, but ten o'clock, it commenced lightening on the lee bow, (to the westward of us) and the clouds came from that direction very fast, but the wind still held S.E. soon after, there was almost an incessant blaze of lightning to the leeward, and it looked very black and squally, a little befor 11 o'clock, the wind commenced to haul ahead, and we began to catch the storm, the rain came in very large drops, and the wind blew so that we had to commence, and take in most all sail, before we got through, the wind was W.S.W. we tacked, and set the trisail, and took the bonnet out of the jib; it blew quite strong for a while, but then moderated some, we also reefed the foresail. This morning the shipkeeper, and myself, went aloft, to furl the main gaff topsail over again, (they slopped it up in a hurry in the night), and it was so rough up there, that it made us both seasick. I felt miserable enough for a short time, but I tried my usual remedy (ate a good hearty breakfast) and was soon all right, in the afternoon, we went up again, to furl the fore gaff topsail over.

and were sick again, but my supper most cured me, I feel the effects of it a little now. A little before noon, a large Schooner passed us, with all sail set, steering to the southward. Soon after, we set the mainsail, and whole fore sail, and commenced to catch up with her, again. About 3 P.M. a big passed, steering N.E. We have been steering about S.W. by S. today, have had a good breeze from the westward, it is quite cold weather, for this part of the world. I have finished covering my rowlocks, and the mate has nearly finished our boat sail. I expect we shall be ready for the whales, by the time they come along.

May 9th

We have had very pleasant weather all day, light ~~weather~~ wind from the northward, I have been at work on my boat most all day, we have had lookouts from aloft today, for the first time, saw a large school of blackfish in the forenoon, they were going to the windward, we did not lower for them, as we were busy about the boats, it is a good deal of work to get a new boat all ready for whales. There was a large school of Orkas or killers around the vessel nearly all day, we caught two large ones, and had some fresh fish for supper.

Sunday May 10th

Today passed with very pleasant weather, wind light and variable, at dark it was nearly S. Bearing W.S.W. we steered S.W. by S. all yesterday, and last night. We passed the day with reading, and sleeping, we have had no lookouts at masthead today, we are not to stand them sundays at all. Saw several schools of porpoises. We are in Lat. 35.. 40 Long 72.. 22.

May 11th

We have had very pleasant weather, again today, wind most of the time about S.E. steering S.W. by S. we have seen quite a number of vessels today, most of them steering N.E. in the forenoon, the barque Wood ~~Lord~~ of Portland, passed quite near us, she had all sail set, bound home. Our vessel has got a very bad leak, we have to pump her five or six times a day, she takes nearly 6,000 strokes of the pump, in twenty fourhours, that is, probably some larger hole, or something of the kind, that was not stopped up before she was launched. We took the forward davit of each boat off, and placed them up higher, also placed up all the boat cranes today.

May 12th 1868.

This morning, at daylight, the wind commenced to breze up, and we took in sail, and soon had only the trisail, foresail, and jib, set, the wind ~~com~~ kept increasing, and in the afternoon, we put two reefs in the foresail, and took the "bonnet" out of the jib. after supper, we took in the jib. the wind is about N.E. it has been raining most all day. Our vessel lays to, quite well, but the rolls considerable, and she is so "crank" that the decks, midships, are full of water, most of the time. It has been so rainy, that I have not been able to do much on my book, the weather is now quite warm, so we do not mind a little wetting much, some of the men are seasick again, as is also the mate's son.

May 13th

Commences with a very strong breze, and heavy sea, the wind headed us off, to about S.W. during the night, and this morning we wore around, and headed about E.S.E. on the starboard tack, the wind is about S. there are two vessels in sight, one is schooner, quite near, on our weather quarter, heading the same with us, and one brig, steering N.E. just passed ahead of us. This afternoon, the bolt that held the main-topmast-stay, to the head of the foremast, came out, and we had to get a strap around the foremast, to ~~hold it~~ make it fast to. I came near getting thrown off, from the main topmast rigging, while up there, clearing the stay, where it was twisted around, the rigging was very slack, we set up the lee rigging, fore and main, after we wore around, we set up the starboard rigging yesterday. there has been considerable water flying over today, I got wet two or three times. the water is very warm, looks like the southern edge of the gulf stream, we are in Lat 32.56 N. Long 74.34 W. It has been so rough that we have had no lookout at masthead today.

May 14th

This morning commenced a little more moderate, we had quite a rough time through the night, we had one heavy squall in our watch, at nearly 12 O'clock, we took in the jib, and when it was over, set it again. This morning, we shook the reefs out of the foresail, and set the mainsail, and flying jib, and at dark, took them in again, and lay to on the starboard tack, the wind is about S.W. we have been tacking

May 15th

[illegible]

May 16th

[illegible]

Sunday May 17th

[illegible]

May 18th

[illegible]

May 1862.

[illegible]

May 16th

[illegible]

May 17th

Commenced rain, at daybreak, the W. N. Richards [illegible] before 10 O'Clock. [illegible] and we made sail, and steered N.E.N. and, as the other schooner did not make [illegible] and at sunset we saw a [illegible] about noon, still [illegible] N.E. [illegible] afternoon. [illegible] and [illegible] [illegible] several small things from my [illegible] such as a knife, small signal flags &c. a box for [illegible] Sailor tell us sail at sunset and [illegible] Tuesday and [illegible]

Dat. 31° 07 N. Lon. 75° 00 W.

May 20th 1869

This morning commenced squally, with the wind about south, we set the foresail and staysail. 11 A.M. Calcutt McCleek, a sailor, died, and the wind changed to the southward, and at 3 P.M. Mr Sandberg commenced to blow very hard, and the sea commenced to rise, we lay to until 4 P.M. and then set the staysail, and lay to, this for wind and sea, and then commenced to moderate some, we then put on sail, and at 5 P.M. set the foresail, and at 7 P.M. reefed, and at 8 P.M. (Sighted Pitcairn Island, to the Leeward), Then the wind veered round to the southward, and we had to take the reefs out, and at 9 P.M. a large vessel, steering N.E. and shortened sail. We had lost sight of the island (Pitcairn), and by morning we were some miles to the eastward, the wind came so strong, this afternoon, it is not much rough now, and the sea is settling down, it is very cold, so I have put on my Sailing jacket, for the first time.

Today we have had a very fine day, and we have been cleaning, and painting the ship, and have been carpentering, and have made a platform to stand on, when flying at sea. The night was very cold, and squally, keeping Jerusalem on the hatches, and we still heading to the northward. At 1.31. 22. Lat. 1.15.

May 21st

This has been merely calm weather, with a very heavy swell from the northward, we have been rolling, and tumbling about all day, it has been a very pleasant day for most of us, at sea, at 8 P.M. light breeze sprung up from the northward, we have been sailing, with the wind all day. Still from a Cutter, and by the light all day, it is the same bid for calm weather today. I got out an iron pole, fitted, and set the flying jib up today, we have been getting in the rigging, most all day. We had a very rough Jerusalem on the starboard tack.

May 22nd 1869.

This morning commenced quite pleasant, with the wind from the Eastward, we set the jib and flying jib, at daylight, and the bucket was stowed S.W. about 8 O'clock, it commenced to give squalls, and we had rain all the forenoon, and most of the afternoon. At four O'clock the wind commenced to blow hard, and soon knocked us off to nearly N., and she being in the trough of the sea, and rolling very bad, we were scared and hauled to the southward, and soon after, took in the foresail, we took in the flying jib some time before. There was a schooner in sight most of the day, some of the time bowsprit over us. She is heavy under bare, under short sail. There is also another vessel in sight to the eastward, bowsprit over this one. Distance about 6 miles. At six P.M. we were lying on the starboard tack; the captain and officers had been at work down in the hold (under the cabin) this evening, trying to find the place where the water leaks, they think they know where it is, but are not certain. The leak appears increase a little.

May 23rd

We had very squally, and rainy weather last night. It looks as if the gale has ceased about 10 O'clock, but we did not have a great quantity of wind, but it rained very hard, this morning. A heavy fog, with squalls and rain, kept us close, and the wind shifting, we took in the flying jib, and tacked, we commenced pumping, but found water coming up with the bucket (after the pump well). It would not be possible to keep the leak from gaining, but we can keep it down. At 8 A.M. it looks as if it may clear off, we tack ship, and set the foresail, and we are now lying on the port tack, the wind is N.E. We have been the vessel in sight today, did not come very near.

Sunday May 24th

This morning commenced quite pleasant, but before eight O'clock it commenced to rain, and continued very until 1 P.M., we tacked ship, and set the foresail, the wind is N.E. We have been the vessel in sight most of the afternoon, looks like a schooner. At 4 O'clock, it commenced to rain, and

[illegible]

[illegible]

May 25th

[illegible]

May 26th

[illegible]

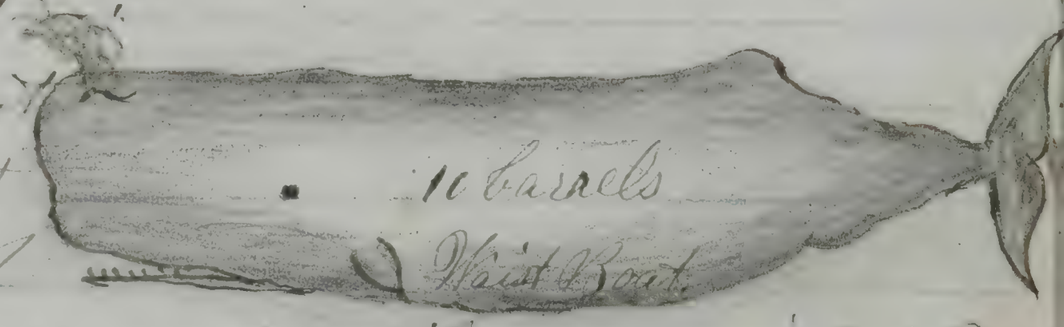
[illegible]

[illegible] Sperm, [illegible] barrels on board, [illegible] are [illegible] of Sperm oil, they are [illegible] hundred barrels [illegible] together, [illegible] before breakfast, they are going north N.E. they hoisted and hauled [illegible] among them all day yesterday but could not get near them, [illegible] at sunset, then gave up [illegible] & C. [illegible] and put [illegible] Lat. 15.30 N. Lat. 30.20 W.

May 27th

This morning commenced calm, the barque and bug were both in sight, have sight of Cetos, the bugs hoisted up their boats, and the chasing crew on board the bug. We said the bug's name is the Oxford of Sunderland, and that yesterday morning before we saw her, she got our 50. barrel whale. We [illegible] Sperm whales and had taken but 40 bbls. yesterday before this. The bug is now [illegible] to us, they should keep back, as it looked like big calm, [illegible] on board with them, [illegible] the bugs [illegible], [illegible] and [illegible] all sail, [illegible] a light breeze all day, [illegible] after breakfast we took in sail and stood the [illegible] [illegible] on [illegible] around the back and then came onboard. Shaved [illegible] with the bug, [illegible] a [illegible] sail, and making up the bugs letter book. [illegible] has [illegible] other vessels in sight.

May 28th



This morning commences fresh breeze from S. just at breakfast time we raised a school of sperm whales, right ahead they were not quite so wild as we lowered the boats as soon as possible without waiting for breakfast, the big Oxford, and Cruzen were all lowered for them, when we got near them, we found they were going quick to S.E. we gave chase, but could not get near them, we pulled until the sun 10 o'clock, and then gave up, and we returned, the other boats were [illegible] and the present at 8 o'clock. Good

May 1855

The Cook, we had another scrape of small whales on our lee bow, we cleared, and the second cut struck a small one; so the pinnacle up & down, and after getting the large one that was left, we cut adrift & pulled back on board, after getting the small thing, but the one we left, though dead, we saw floating inside the reef. While doing, we got the sin in little bay, ah! but we thought that put the increase of the Harbor that the rest of the whole fleet happened as they not could get to, so pulled off from and left they should to the mainland, and the ye gave it up, & secured on board, and so to the ye they soon got, & got through about 8 O'clock P.M. The Cargo has been clearing while the windward, and she looks as though they had taken one, Which was having the rest the boat to capitalists chatted that has been out will get fast.

May 27th

We were at work in the Saturday, last night, cutting of the blubber, and clearing up the deck, and the boiling up of the burning machine going, and ~~burned~~ we work had received blubber enough, we commenced to try out. The way cut in the whale is, we have two long tail rigged to the main mast head, with the fall leading to the windlass, we then take the block of one of the takes, and hook it into a hole we make in the whale's blubber, near his fin, and then the men at the windlass heave up on the fall, and the officers, standing on stages, hung outside of the vessel, cut the blubber in a strip about six feet wide, from the whale, and when the strip (called a "Blanket piece") is twisted apart as the fall will permit, we make the tress of the tackle, and hook in the other tackle, and then cut off the piece which we have already hooked, and hoist up, and cut into the pieces, and secure in (the whale room) the blubber room, and repeat the same process, (the whale room) until it is all off, or the tackle parts, and fall in the hold, which we cut off from the carcass, & let go, & let the same go, & cut the same in pieces, & stow away, & so on. This is our job, & we work Sundays, that we may get out with a reasonable cargo, that we may reach home in good season, & so the sooner.

June 1865

after we got her [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] pieces about two feet long and
eight inches wide, so they are [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible], after that is all out, we use the [illegible] [illegible],
[illegible] [illegible] a great deal better for [illegible] [illegible].

May 30th

We have had a good breeze all day, the [illegible] [illegible] [illegible] part of the day [illegible] trying out [illegible]. [illegible] [illegible] of [illegible] from [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible], [illegible] [illegible] [illegible], but it proved to be the whale, [illegible] in the bottom of a [illegible] boat, we ran down, and passed quite near it, in the afternoon [illegible] again [illegible] from aloft, but nothing more was seen of it. We finished trying out at about 11 o'clock last night and today we have been stowing down the oil, and cleaning the vessel, [illegible] [illegible] [illegible] [illegible].

Tuesday May 31st

We had [illegible] [illegible] [illegible] [illegible] last night, [illegible] trying [illegible] [illegible]. This morning [illegible] [illegible] (1 o'clock) [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible], [illegible] [illegible] [illegible] [illegible] [illegible] before we could get [illegible] [illegible] as it was, no other [illegible] [illegible], [illegible] [illegible] [illegible] [illegible], after 9 o'clock, the [illegible] [illegible] [illegible] [illegible] [illegible] part of the day.

Monday June 1st 1865

This morning we had a [illegible] breeze from S.E. [illegible] before 10 o'clock it [illegible] [illegible] calm, and since that part of the time we have had a calm, and part a very light and variable breeze, [illegible] [illegible] [illegible] [illegible] [illegible], we made sail [illegible] [illegible], in the morning, and [illegible] [illegible] [illegible] but the [illegible] [illegible] [illegible]. [illegible] [illegible] today, [illegible] [illegible] [illegible], and [illegible] [illegible] [illegible] [illegible] [illegible] nothing of importance today.

June 2nd

We have had [illegible] weather [illegible] of the time today, [illegible] [illegible] and a little breeze from S.E. [illegible] [illegible] [illegible] the northward. There has been four vessels in sight today, two of them [illegible] [illegible], [illegible] [illegible] [illegible] [illegible] the other [illegible]. At [illegible] we [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] very [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

[illegible]

[illegible]

[illegible]

June 5th

Commenced blowing, with all the strength we have, the ice and [illegible] in the forenoon, and blew some in the afternoon, the after sheet cracked, and we put a tier on, and kept on, so we made Cape Finisterre, has been plain sailing since we passed the Straits, we have taken 240 bbls. of whale oil. Steve and Cut, and the captain came on board of us, and our mates went back in the boat, at sundown, we could see took in sail, and then our mate came on board again, and left Capt. Ogier and Steward to the N.E. we are heading to the Northward, and S.E. the weather is quite cloudy but does not look very bad. Lat. 30°.50' Long. 75°.56'. The other schooner beat us a little sailing. our crew are so green they can't do any thing.

June 6th

This morning commenced very blowing, with a large sea, left Capt. Ogier and mate on our weather quarter, at daylight, we saw the "Uncle Sam", some after, and at about 7 O'clock, she came, and stood to the north, and eastward, about three quarters of an hour after, we also tacked, and stood the same way, on the wind, the boat commenced pulling a little, and we began to gain on her, she was barely in sight from deck. Stood to gain on our Labor, when we tacked, and at sunset, she was "hull down", on our lee beam. They left us stood out right. I think they had eaten us, it seems they can not have much to say, after getting so beat. If we had been a good sailer, and had they had not seen anything but, that would sail faster than they, it did not think our vessel was so good a sailer, I hope we shall see them in sight. The other schooner, I think, is not coming here, I expect we shall see her tomorrow, or day. I expect we shall be in the island of Sag. I expect we shall be in sight, and not stand.

Sunday. June 7th

Sunday passed with very pleasant weather, and a good breeze, we saw several vessels, in the morning, most of them are whalers, the Uncle Sam was on our weather bow, with her flying jib set, and schooner, being quite near us, and to the leeward, we ran off to her, and [illegible] the Cantatic, of Sag Harbor,

Capt. Hill, Captain Sampson, Mr. Foster & myself, have taken nothing, they have not been gotten up, and I hope they will not be, and have spent a Bachelor's day. We have taken quite a little "grub" with us, and have had a good time. Mr. Foster has been, for three days, quite unwell, but he is better today. We have been quite a number of vessels in sight, the most of the day. Capt. Smith has been in sight, yesterday afternoon.

June 8th.

A day passed with a good breeze from E. S.E. we have both anchors stowed aback, heading about N.E. by E. most of the day. About one o'clock, we raised a reach on our feather quarter, we took and shared that reach for some time, but didn't do anything more off it. The Antarctic has been in sight to the windward, all day. This morning we have been at work filling some casks in the fore hold, with salt water, to keep the vessel down more by the head, to see if it will not make some difference in her sailing, she does not seem to go fast enough to suit the captain. I think that, when we were sailing with the Leda, Sunday last yesterday, she was running off most of the time, which accounts for her being so far to the leeward at dark, so we did not do so very well after all. Our reach remains about the same, it takes about an hour, with a fair wind, to put what she has in 12 hours, but we have the double breakfast, and we left Saint Croix, so it takes only half an hour. At 4 P.M. we tacked, and shortened sail. Wind, S.W.

June 9th.

We have had quite windy, and cloudy weather today, we set the flying jib in the morning, we stood to the southward until about 11 o'clock, then we went about and stood E.S.E. in the afternoon the wind moderated, we have seen Tris Island in sight today, at sunset we took in the flying jib, reefed the foresail, and took the trimmet out of the jib, there is quite a long sea on.

June 10th.

It has been very windy weather all day, the long sea, last night, it was quite squally until 12 o'clock, when it came a little more to, [illegible]

It blew hard during the night, some of the squalls were quite heavy. This morning we set the jib, and took it in again in the afternoon. We have been working towards the leeward most of the day, bailing a little. Short sail, we set a "bal jib" at sunset, lowered the jib "bobbed" when we stop, down the lower part, and hoist only a small part of the head of it, to keep the mast.

One vessel seen to day with gaff mast.

Sun rises this day.

June 11th.

We had a strong breeze, and squally weather through the night. This afternoon the wind hauled a little to the westward, and we moved to moderate, at about three o'clock, we were aground, and hauled to the westward and soon after set the jib. At dark the wind was quite moderate, but there is still a heavy sea. The schooner that was in sight yesterday, has been in sight all the day, a big, painted white, with all sail set, passed across our stern, just before sunset, bearing N.E.

June 12th.

We have had very pleasant weather today, in the afternoon a boat came in sight to the leeward, after supper, we saw a steam boat, it was the "Ada G. Gee", we passed within a cable's length of her, she has been out of sight today.

June 13th.

Commenced very pleasant and clear, the C. G. Gee was quite near, at day break, on our weather bow, we passed her and soon after kept off, and steered about W.N.W. the wind has been S.E. most of the day. Boat is now about ~~E.N.E.~~ N.N.E. There has been a brigue in sight this afternoon, she passed across our stern, steering more to the wind. The sky commenced to pass cloudy in the afternoon, and at dark was very much overcast.

Sunday June 14th

The weather has been very rainy all day, with light variable winds, we took in the foresail in the morning, and have had the jib down, just of the day, in the afternoon. It lighted up a little, and we saw four vessels, three of them were whalers, two schooners and a brig, after supper, we went down to the brig, and set on the gallant lowered his boat, and went aboard, she is the Hannah Smith of Boston, Capt. Martin, the mate of me with, in the Hann. N. Smith.

spoiled is not any distance of being so. We did not see the ugly reef, and they not be has some hard feelings against me now. There is a steady breeze now, from the eastward, carrying us on the fast track, Lat 30.15; Lon 16.15

June 15th.

It has been very cloudy, and rainy weather most of day, so set the mainsail, and flying jib, in the morning, the wind has been variable, so of to be flying the outboard. This evening fore and aft is right away at sundown, the Roman Soldier was astern, tho' his bailstaves look old, and gone on board of us, one of them was an old friend. I saw him, what years ago, in the West Indies. I gave them some books, and papers, they have been so long from home, they are all out of "reading matter", that is the ~~we~~ most always do, when we meet another vessel; exchange, and by books. They did not lay on board of us very long, for their boat was quite a distance off, and they wished to get on board before it got very late. After supper, we commenced to try out the blubber of the blackfish we got the third of this month, it has been laying in the cooler ever since, and is now anything but a sweet smelling mass; for the last week, nobody could stand near the cooler, though it is being put out of the way, it should have been tried out soon after taking it. There has been several fishes seen to day, we tried to catch some dolphins, but could not succeed, we saw very large barracoutas, and had fresh fish for supper, they are very good fish, almost the best we catch out here.

June 16th.

Commenced pleasant, with a moderate breeze, the day was quite warm, on our ~~weather~~ bow, at daylbreak, we both made sail, and shortly after, one tacked, and came across our bow, so near that we spoke her, and our captain, asked Capt. Martin to come on board a little while, so he lowered a boat, and came on board, with his wife and two children, I did not think he was going to notice me at all, but, after he had been on board about four hours, we was in the cabin, talking with his wife, he came down

and shot fowls with us, and passed a few remarks, but he did not seem very cordial. We stayed on board until nearly one bell, and then went back again. The big Flag hoisted off, and stood out East, on a wing of the wind, which began, and by sundown left off. The wind has been west all day. We have been the only vessels in sight today.

June 17th.

We have had quite pleasant weather today, but it was a little misty, so that it was not very good seeing shore aloft. About 9 o'clock we passed the carcass of a whale, that somebody has taken lately. We have been steering N.E. The wind S.E. to 10 a.m.

June 19th.

This morning commenced pleasant, with a good breeze, about 9 o'clock it commenced to grow cloudy, and soon after we had a heavy rain squall, we took in all sail, for the boat, until it was over, and then set the foresail, and fell. We have been standing to the southward and westward, most of the day. Now we are bound away from here, to the "Western grounds". It has grown quite hot, nothing to be seen, but an occasional school of porpoises. This place is called the "Charleston Grounds". We have been the only vessels in sight today, a barque, and a brig. About 5 o'clock P.M. we saw something on the water quite near us, we landed down the fill, luffed to the wind, and lowered the larboard boat for it. It proved to be a bundle of cask heads, that had been washed overboard from some vessel. We took them into the boat, and brought them onboard. There were a number of Dolphins around it, they came to the vessel, and we caught five of them. They will give us a good fresh mess tomorrow. Spent the rest of the afternoon, making chafing mats, for the rigging.

Sunday, June 21st.

This morning commenced with quite a strong breeze from S.W. and cloudy weather. There was one vessel in sight in the morning, steering N.W. There has been nothing else been in sight today. This the Sabbath is always hailed with pleasure by us. We observe it more, more than they do on board most

[illegible] we did not keep punkinheads, we did not, so do many [illegible] we usually [illegible] of the vessel. Saturday afternoon, [illegible] We do Sunday morning; every Tuesday, we wash the vessel & [illegible] the first thing in the morning, and finishing the [illegible] job till an extra [illegible] with pieces of canvas, with a crew of 12 men it is possible, it is not much of a job. and then we have a force pump [illegible] continual, which takes us considerable. Sunday morning considerable, today reading I have enough of good reading matter, enough, I think to last us the voyage.

June 22nd

We have had rather cloudy, and windy weather today, we stuck the reef out of the foresail, about 11 the flying jib in the morning, we took the flying jib in just before noon, it was very uncomfortable to handle in the gale, but we afterwards were around, and hauled it to the S.E. and it then became some easier, though very [illegible] the sea rolls, and quite uncomfortable. It gives our stomachs quite a turning up. [illegible] but it does not last long, after we get an clock, [illegible] there has been nothing in sight today. The wind has been S.S.W. towards night it commenced to grow a little clearer and pleasanter. Lat. 32.. Lo. Long. 14.19.

June 23rd

We have had very uncomfortable weather, most all day, rain & squalls very few minutes, and some quite heavy ones. In the forenoon, there was three vessels in sight, one passed across our stern, quite near us, steering S.E. About two O'clock, we saw the Steam A. H. Putnam of Provincetown, Capt. O. per, that we came on board, for some letters we had for them, he did not stay long. We have been [illegible] the pump [illegible] Four O'clock, it grew so squally, that we had to take in the mainsail, and flying jib, and bent the foresail, [illegible] the reef in the foresail, and took the [illegible] out of the jib. Our [illegible] lost [illegible] today, we are busy setting up the standing, fore and main rigging. Our [illegible] today, in the forenoon we had to keep [illegible] to [illegible] for the [illegible] we [illegible] in.

June 24th.

Cloudy and squally weather again today. We wind has been about S.W. we have been steering N.W. most of the day, so the afternoon, just as I had got "turned in" for a comfortable "nap" I was aroused out by the cry "Breach, ho!" from masthead. Thinking that it was only some dead fish, jumping out of the water, on our quarter, we kept off for them, and a short time after saw it again, but the weather came up so squally that we did not see anything more of it. It appeared like a "fin" out of the water, and when they strike again, the white foam flys up so high, and large, that we can see it, on a clear day, 10 or 12 miles and if it is a very large whale, even farther. At sundown we took in the foresail and flying jib, and lay to under trimmed jib.

June 26th.

We have had windy, and cloudy weather today, we set the foresail, and flying jib, early in the morning, and stared about S.W. the wind S.E. there was two vessels in sight, in the morning, and about 8 O'clock, another hove in sight to the windward, she came down, and passed a little before noon. It was the Carrie Jones, Capt Connell; he came on board of us ½ an hour after, one of the other scowgers, hailed off and fired a gun, he was from Atlantic City, Capt. Cook, as he said afterwards, we sailed along in the same direction, and at four O'clock, the Carrie Jones had lostten considerable, and was on our weather bow, the A.C. Dyer was about the same, on our lee bow, after four O'clock, we did hove in our flying jib, and they with one reef, we waited until after supper, and then were around, The night commences squally and rough, we have just taken all sail, but the trisail, Lat. 31.30 Long 76.30

June 27th.

Rainy and squally weather, all day; there was two vessels in sight, early in the morning. Soon after, a barque came in sight, to the windward, running down to us, we put in two reefs, there was a heavy rain squall from N.E. to leeward, and it rained all the forenoon, very hard, and raining little, all the afternoon, O'clock, then it held up a little, the barque was quite near us astern: she came up, and passed a little before sunset. It was the

Mattapoisett, Capt. Ward came off to see us and spent the afternoon at Capt. Smith's. S.W.

Sunday June 28th

The weather has been very pleasant and calm today. Got up a fish chowder in the forenoon, and we have a good one, and we are looking on shore and talking about our clothes and fit. Some of the boat oars were quite mouldy, we have had so much bad weather lately, that everything down is getting mouldy, we hand out chests, mattresses, sometimes, that are all white. Sails will get rusty ourselves, by and by, if we do not get oil enough to keep us in order.

There have been four vessels in sight today. In the afternoon, two schooners were quite near us, one of them, (the Wm. Rifflah) gave us, and then lowered a boat, and the Captains of both vessels being on board there, they came on board of us. The other came in the Benj. J. Crowell, Capt. Ellis, Dr. to and Capt. W. Pitts, staid here until quite late, in a very pleasant wind S.W.

June 29th

Sunday passed with very pleasant weather, and a light breeze. We have seen the schooners and in the forenoon, a school of porpoises came close to the vessel, we got a bomb gun ready to shoot them, but they did not stay long enough to give us the chance. We have seen several vessels, the merchant men, have been in sight most of the day; the wind is S.E.

June 30th

We have had very pleasant weather most all day, had one quite heavy rain squall, about noon, there has been a number of vessels in sight, several of them merchantmen, after four O'clock, P.M. a schooner that looked like the W.B. Crocker, passed our bow, she lowered one of her boats for something, we could not tell what. We have been at work fixing mast and chafing gear, most of the day. The boat being in the water, we put her up on the deck.

Wednesday, July 1st 1868;

We have had a very windy and rainy day, and all day we did not get the pedewall [illegible] moorings as we usually do. There was a gale in [illegible] night, and [illegible] night. We caught 37 fish [illegible] and [illegible] in the afternoon. We are glad to get [illegible] cod fish, anything that is [illegible] "fit for [illegible]."

July 2nd

Rainy weather again today. There has been quite a number of vessels in sight, some coasters, and some merchandise. It has been so rainy that we have not had a chance to do much of anything, but stand and take it. We caught considerable water for washing [illegible] boxes, and also a cask full for drinking.

At a little past six O'clock P.M. the [illegible] raised something on our weather bow [illegible] miles off. It looked like a dead whale. We [illegible] the list boat, and found it was some kind of an old rock. There are plenty fish around it. They could not catch any. The wind has been quite moderate most of the day, from S.E. [illegible] several times, but have been blowing to the northward most of the time. We saw the D. H. Rich[illegible] about 11 O'clock A.M. July 3rd

We have had very pleasant weather today, with a good breeze from E.N.E. We have been standing to the northward of the day, about four O'clock we handed up the northward. After dark we saw something floating in the water ahead to windward. We put the [illegible] up, and fishing with the coast lad, and found it to be a cask. We could get some fish, they are [illegible] [illegible]. We could not catch any, we tacked and passed quite near it, it was the same thing as [illegible] yesterday. It is a curious looking mark, [illegible] times we seen it. There has been six or eight vessels in sight today. In the evening we [illegible] schooner and in sight on our weather [illegible] the wind, and we pinned under [illegible] Fille about [illegible] Cape Ann [illegible] off, [illegible] [illegible] [illegible] [illegible] [illegible]

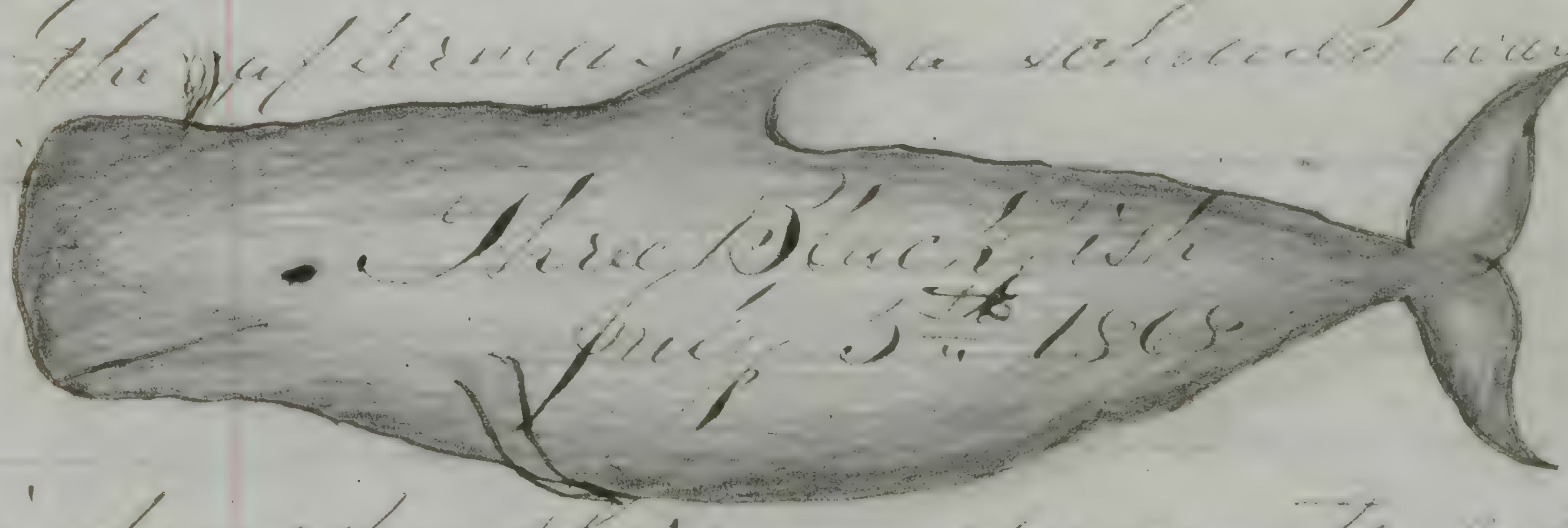
[illegible] noon,

July 4th

Very pleasant weather today, with a light breeze from the eastward, we have been steering to the [illegible] in the afternoon, [illegible] three schooners in [illegible] two bearing to the leeward, and a schooner to the windward. One "fourth" passed like many other days, not [illegible], passing "Celebrate" [illegible] it so, unless we are in company with other [illegible],

Sunday, July 5th.

Very pleasant weather again today, with a light breeze. About ten o'clock, we raised a school of blackfish, quite large, and lowered the boats, & got three of them before dinner. The second mate got one, and we got two. The [illegible] hurled his iron at them twice, but did not have any good chance, and did not get fast, there [illegible] a number of them around where we were at the time, they [illegible] considerable from the [illegible] we got, one of them was very large. [illegible] quite so much like Sunday as usual.
In the afternoon a schooner was in sight to the windward, she ran down to us, but the wind was so light, she did not reach us until after eight o'clock, it was the [illegible] H. G. [illegible], of Provincetown, Capt. Atkins, she has taken 40 barrels of oil since lately, [illegible] cutting in [illegible] 24th June, she has also 140 bbls. black oil. Capt. Atkins came on board, and stayed until after 10 o'clock. Lat 31° 00' Long 18° 00'



July 6th

Very pleasant weather today, got [illegible] in the morning about 9 o'clock. [illegible] kept off, and steered to the southward, and about [illegible] E. [illegible] we [illegible] Martinella Reef [illegible]. After supper [illegible] in the foresail and [illegible] making out the blackfish, we got through about 10 o'clock, they made [illegible].

July 7th

Very light breeze and pleasant weather today. [illegible] westward all day, there has been nothing in sight. Wind S.E.

July 9th.

[illegible] breakfast [illegible] "Star Queen" [illegible] in the bath and [illegible] half-[illegible] [illegible] Lat. 25° 24' Long. 11° 18'

July 10th.

[illegible] Lat. 25° 59' Long. 12° 15'

Sunday, July 12th.

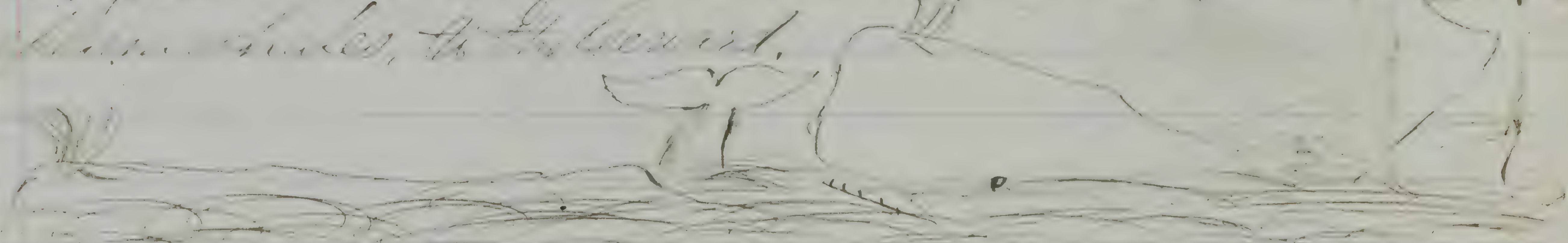
Calm, light weather [illegible] Lat. 26° 5' Long. 12° 30'

[illegible]

[illegible] [illegible] and [illegible] the [illegible],
and [illegible] ~~on board~~ alongside. the [illegible]
[illegible] of the Cannon, and then came back, [illegible]
[illegible] [illegible] [illegible], [illegible] [illegible]
[illegible] from Jamaica, they gave us some limes,
[illegible] and cocoanuts, they had a [illegible]
[illegible] on board, we did not get our letters [illegible],
[illegible] [illegible] not bound to the U.S.

Thursday July 16th.

This morning comes in with a good breeze, and pleasant weather, just at breakfast time, one of the [illegible] [illegible] raised sperm whales, to the leeward.



we lowered four boats, at about 7 O'clock, the whales were quite moderate then, but when the boats got near them, they got gallied at something, (probably one or more of the boats), and started off, quick to S.S.E. we pulled after them until noon, when, seeing we could not get fast, we gave it up, and came on board, about two O'clock, we picked out a boats crew of the best men on board (the two mates, captain, boatsteerer, and myself, and two of foremast hands), and went down in the larboard boat, and tried, until sunset, with sail and oars, to get on to them, but they were so shy, and going so fast, that we did not get a chance, until just before sunset, and then, by extra exertion, we managed to get so near, that the mate darted the iron, but it was too far off, it only pricked him, we had to give it up then, and came on board again, I suppose we must have rowed over twenty five miles, after them, this afternoon,

I had quite a quarrel with the mate in the boat today, he is beginning to show his colors now, but I hardly think he can humbug anybody; but I, for one, do not like this living cat and dog fashion, when everything might go smoothly. it makes everyone miserable, to no purpose, but it takes all kinds to make a world, and sometimes it is the nature of the beast to growl.

The ships Lizzie B. Simmons, and the Clara L. Sparks, have been in sight, & chasing whales. After sunset, the Lizzie B. came down and spoke us, they had some letters for us, so the captain lowered his boat, and went on board for them, they left home May 15th [illegible] 31. [illegible] 16.

Friday July 17th

This morning commenced with a large
so fine fishing. About first time they came
pretty plenty, but we lowered our boats and
fill the vessel, and they lowered too after them
till night, after dark we came on board again,
and a while after lowered again, with the same success,
Mr. Reed, Miguel Rose, and Mr. Spencer, were
in the dinghy. At 10 o'clock there was a very large school
of fish; we almost had enough to sleep, we picked up
a few of the same kind we had yesterday, and put
them in the pilot, in the starboard boat, we after dark
were with 2 men, and nothing else, we were determined
to give up, if possible, but though we pulled as hard as
we could, we had a good breeze, so that we could help us,
we could not get near them, we, at about 5 o'clock, we
were (having pulled 12 or 15 miles), and were to
leave Miguel Rose, for a few minutes, (we allowed
we were to do, and at the most a hard, we were 4 or 5,
after, but the other could come on board,
after a hard fought battle, the Capt. Sharke had
lost 1 months, and taken 350 bbls of Spermaceti.

Sunday July 19th

Light weather today, the fleet several miles in
sight, we passed the Ship Express, Capt. Hilton,
they have taken about 100 bbls. blackfish. They are down
to Cape Horn, in hard times, but it is not so
bad as running up till stormed, who was there.

July 20th

This morning commenced calm, we raised a school of
sperm fish, about 8 o'clock, about 100 miles from
the coast, the Captain thought they were small whales, so
we lowered 10 Mates boats, and pulled in the direction
of them. The barque Mattapoisett was in sight,
but far ahead from us, and the Express, about
6 miles from us, and the Express, about
6 miles, we were our boats down, lowered about,
after them, but we, none of us, and anything more,
pulled up on board again, we had our pull for nothing,
but the exercise and good, (especially under a hot sun
Captain is not very well today, he has a kind of colic
in his bowels, and seems threatened with a fever

July 21st

Warm and pleasant weather today. The captain very sick last night, we thought he could not live through it he was in great pain, and was sick at his stomach. He could hardly speak some of the time, he was a little easier now, and I think will come out all right.

July 22nd

Commenced blowing with a good breeze, this morning we dressed in sight in the forenoon. After 12, M. we hoisted our boats to the windward, with their boats alongside of the whales, we lowered after them, and lowered one boat, at about 1½ O'clock, seen the Express (she was quite near, on our starboard bow) lowered her boats, we had a pricked cow in our tow, and after chasing the whales for some time, (they were going quite fast) they went down, we fastened on, and soon saw ahead of the other boats, there was seven boats there, nearly together, and being ahead thought we had the best chance, when up came the whales behind us, and just missed the other boats, the larboard boat of the Express pulled on, without any difficulty, and got fast to a small whale, the others then scattered off in all directions, we chased some of them until dark, and once got so near that the second mate fired the shooting iron, from the gun, at him, but did not get fast. Our waist-boat lowered towards night, and helped us chase. Our captain is a little better today, but is still very sick. Lat. 31.09 Long. 16° 45'

July 23rd

Today we have had a very strong breeze, from S.S.W. we press sail three or four times, there has been three showers in sight, one whaler, and one bowhead man. Lat. 1.° E. we have not had never past 24 today, there has been quite a rough sea, it moderated considerable towards night, we have neither seen much of anything today, but some rain in the forenoon, we left at eight, under fore sail, and trysail.

July 24th

Strong breeze, and rough sea, today, wind about S.S.W. this morning got a good "looking" at the

Steward, with me, (Frankie), and myself, were laying on the "booby hatch" talking, when a large sea broke partly over the rail, and the first thing we knew, we were all washed into the lee scuppers, and were floundering about, all together, the first thing I did after getting my head above water, was to "spitt" out that salt water that was in my mouth, and then help the steward pick up his dishes, &c, that were knocking among the cook's pots and kettles, the galley door being open, the sea washed most everything out of it. there was not much damage done, all hands had a laugh at our expence, Lat 31.38 N. Long 66.25 W. we [illegible] from the wind, and steered to the northward, most of the afternoon.

Tuesday July 26th

The wind has been a little more moderate today, and we have had quite pleasant weather though with considerable sea, we saw one vessel in the morning to the leeward of us. Some of the men caught several dolphin in the afternoon they are generally very dry eating, but we had a first rate chowder for supper. The captain has got well enough to be on deck considerable, but he is quite weak, and has hardly any appetite. I fear he is far from being well yet.

July 27th

Quite pleasant weather today, with a moderate breeze from the southward, we steered to the westward all the forenoon, and then in the afternoon tacked and stood to the eastward. there has been one vessel in sight today, a whaling schooner, steering to the W.N.W.

July 28th

We have had very pleasant weather today, with a moderate breeze from S.S.W. in the forenoon we sent down the [illegible], and after [illegible] it thoroughly, put it down in the hold, and in the afternoon, we sent down the [illegible], and lashed it along the rail, in [illegible] [illegible] preparing for rough weather. [illegible] [illegible] in the [illegible], [illegible], and [illegible] [illegible] We [illegible] our boats [illegible] today, and [illegible] [illegible] [illegible] today.

July 29th

The weather has been very pleasant today, and the wind part of the time from S.S.W. [illegible] N.E. [illegible] in the forenoon, [illegible] the Cross [illegible]


Carrie W. Clark.

[illegible]

[illegible] Brig Great,

[illegible] Schr. [illegible] (or) [illegible] Fishing [illegible] like a [illegible]

July 29th

Our second mate [illegible] left [illegible] at 6 o'clock, the schooner on the Olive Bank, off Provincetown. Capt. Gray has taken 170 lbs of 6.50 of which is [illegible]. This morning the wind is light and [illegible] to left off for bait, and we have about 12½ cwt. to [illegible] on board. We also got from some fresh turtle [illegible] as they are going home soon. I have had time to write a few lines, and send by them. We have had very pleasant weather most of the day (a little rain in the afternoon) wind moderate from the southward. A merchant schooner passed near us after supper, bound home.

July 31st.

We have had a moderate breeze from S.E. all day with pleasant weather, it clouded up a little in the afternoon, and the sky commenced to look ill all, and heavy, but not very bad. This was a merchant schooner passed quite near us in the afternoon. Wind is to the northward, we have been standing W. and N.W. all day.

Saturday August 1st 1868.

This morning commenced with a good breeze from S.E. we were steering W. N. W. during the forenoon, the wind hauled to the S.W. we left on the wind. Soon after raised a stranger astern to the windward, at first sight she appeared [illegible] another yacht. We raised something ahead making quite water, we did not [illegible] anything of it, and concluded it was [illegible]. We with her [illegible] [illegible]

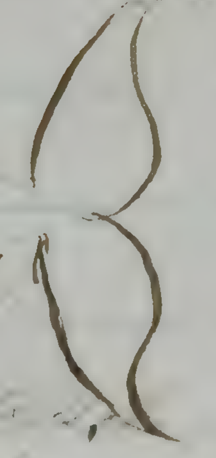
Sunday August 2nd

This morning considerable squally, but it soon cleared off better weather, and we had fine pleasant weather the rest of the day. the G. A. Richards has been in sight most all day, she lowered [illegible] [illegible] [illegible], [illegible] [illegible] hoisted the boats [illegible] as usual. Lat. 31..0 & Long. 73..34 W.

August 3rd

This morning at about 4½ o'clock, we raised a school of sperm whales close to the vessel, they were [illegible] we [illegible] the boats until daylight, when we lowered the two larboard boats; but the second mate [illegible] [illegible] to fasten to a large whale that was close to the vessel, but when he was [illegible] the boat off from the vessel, he broke one of his row locks, and this [illegible] [illegible] [illegible] boat [illegible], and the weather being quite rough, before they got to the whale, he went down, more whales we had [illegible] to the windward, [illegible] after [illegible] other, but they all went down before we could get to them, the next time they came up, they was [illegible] a mile off, going to the windward, we pulled after them for some time, but [illegible] the boats [illegible] we have, [illegible] [illegible] can [illegible] [illegible] being without a fair wind, so we could not get along with them. we had two [illegible] [illegible] ~~[illegible]~~ and the [illegible] [illegible] went on board the vessel. the weather was quite rough, with a strong breeze, we had the mainsail, foresail, and jib set at first, afterwards set the flying jib, and then the wind moderated a little and we set the main topsail, keeping the vessel off to the windward of the whales, the G. A. Richards was astern of us when we lowered this morning, but we sailed a great deal faster than her, and left her a long ways to the leeward. About 4½ P.M. we got pretty well to the windward of the whales, when they all came up quite near on our lee bow, going to the windward, they went down [illegible] [illegible], and a few minutes after came up [illegible] the vessel, we lowered two boats and started for them, and thought once we were going to get fast, but they went down just before we got to them, and [illegible] that we could not get near them [illegible] [illegible] [illegible] [illegible] started to the windward, and we gave [illegible] [illegible], and went on board the vessel. [illegible]

[illegible]



August 16

A very pleasant day. The sea was very smooth, and light airs from the S.E. & S.W. Mr. Wilson & the wounded of our people were sent on board, and brought back the remainder of our people, which we had left on the island, and at two o'clock we left the island, and stood off to the Northward, and Eastward Cays, (the second mate could not leave his bedclothes being so bad with) applied for the Mission, where we got a load of logwood, and came off, and the remainder of Friday, and very fine weather, & we stood off, going on board, at Sunset Cays, and found all of our men well, which was a great relief to us. After dinner, we came back & anchored off the Mission, but could not get ashore — Night, and this is the first night they have been free from sickness. (we had a little rain last night. We are in — [illegible] by this people are all so lame and stiff that they can hardly get around. Shackleford & myself go.

Friday August 17

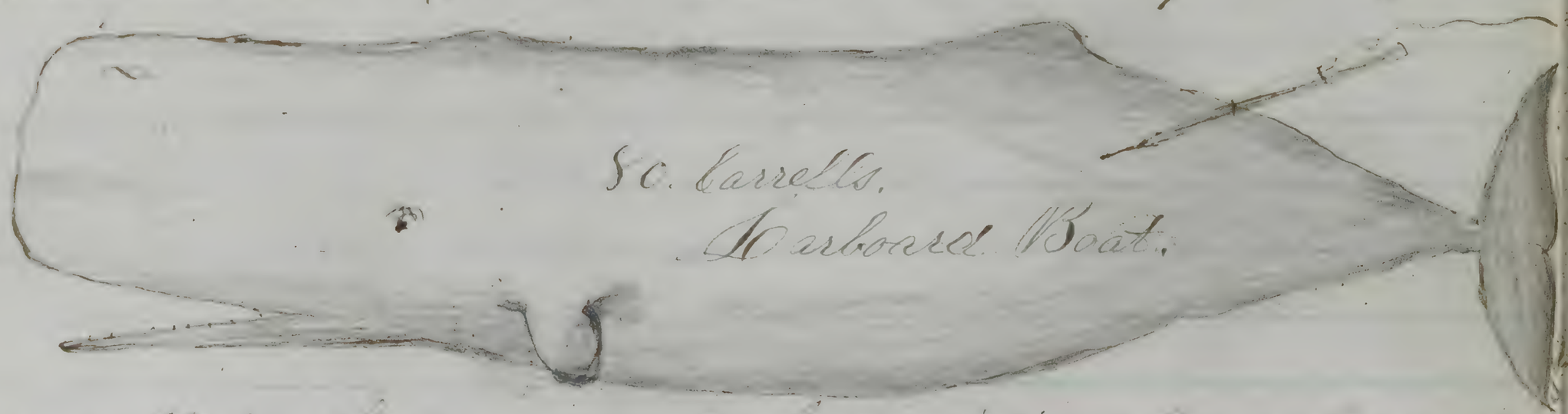
This morning commenced by rowing and pulling! Island off and, before 8 o'clock, and stood towards Cabo Gracias a Dios, until noon, & then the afternoon. About 11 o'clock we passed a reef on the larboard side, we kept off for it and came to anchor, we lowered the boats, about forty Colors (Second mate's boat's crew got drunk, and could not go) and pushed towards the reef, we came to anchor in sand, at two, the boats we put on to the reef, the big boat, and the captain and myself, and that were laying off, all very clear, then from the reef, that we had not seen before, but they had seen it, and after they quick, and all the rest with the, we fished, and finished at five, and [illegible]

[illegible] and [illegible] the boat [illegible] and [illegible] [illegible] [illegible]

very heavy for nearly an hour, and the
starboard bread, right in the midst of it, I
was standing off in the forward part of the boat
gave a sudden roll, and I was instantly pressed
down by the men caught hold of me, and
out of the boat but my head and arms, the boat was
going very fast at the time. A few minutes after we
saw some of the stakes of the lowered sail in the
sound, and we kept the boat off, and, as we went
jibe the sail over, by some careless management
shot, the boat was heavily capsized, we got considerable
water in her, and lost two of the oars overboard. The
wind was so strong, that it took us a long time to pick
them up, and by that time the tide was pretty
down, so we kept off for the entrance, we reached
it then after a while, and after chasing the snakes
little longer, and finding we could not catch them
they gave up, and started for the wreck. The Capt. and
Richards has been in sight all day, and they
are hard chasing, covered thirty miles,
we are very far from home, and were carrying the oars
whales are bad in the sound, we have no provisions
we just dare to stop use, with out boat (the cyst, and
board for breakfast) the wind had most all died away, and
the sun was out warm and hot, that it was rather
wilting, but still we kept on after the whales, that is
spite of our pulling, and sweating, kept increasing the
distance between us, until, finally, we lost sight of them
altogether, and then we "knew" we had a hard time
for it was anything but comfortable; we rested a
good many times, that the whales would either tire and
let us get out, or suddenly transport themselves a few
hundred miles onward, off, so that we could stop pull-
ing, but it had no effect, the same as everything else, and
soon after, the crew of the Howard came up, and we had
a little chat, he said he struck a large whale yesterday,
but he tricked so that he filled their boat full of water,
and then took their line, before the other boat could
get there, and so they lost him, we now hoisted our
sails, and started for the wreck, we lost their boat
considerable, pulling, and were two hours to reach it,
it was then past three O'clock.

Monday August 1st.

We had quite a number of fine boats, with the exception of



a whale in the offing, which quite along towards

A.M. the Richards and an our weather bow, in an

easy, and, before noon we saw but half of it, and on a

different course. The captain thought they would pass close to

it at the flying fish, and hoped to, we did not see anything

until about 4 O'Clock, when, at their flag ~~[illegible]~~, and

lowered their boats, we then saw the shape of it.

It was a sulky looking, bad, as they were pursuing

quite near, we shifted the Larboard boat, hoisted

our sail, and started after them, I soon found we

pulled better than their boats, and we began to gain, and after

some time, we got pretty near them, I had set to my iron,

and the whale saw us too soon, and started to go down, I

darted after him, but he was too far off, I did not come near

him, soon after they all came up again in a little

in front direction, going, the same as they were before, at

half of their speed, we stared for them, and that brought us

side by side, with the Richards larboard boat, then commences

a race, in which every one was doing his best, we soon had the

satisfaction of seeing the other boat commence to drop astern;

while we kept coming up, nearer, and nearer with the whales,

we got right behind one fellow, so he could not see us, and pulled up

right over his flukes, and I got one iron in to him solid, it

was a right handed dart, so I could not get the other one in, before

he was down, I rolled up the sail as soon as possible, and

put it down out of the way, and then went aft, to tend the

line, at the "lazy-wheel," while the mate went forward to lance

him, (the line is led in two tubs, near the centre of the boat,

and when we are fast to a fish, we pass a turn with it round

a post in the stern of the boat, and from there, it passes out

through a place in the bows, call the "chocks" thus passing

through the whole length of the boat, the whale started

to the north, very fast, that boat, leaving the others behind

it, to north, and to the [illegible] the mate

[illegible] in close, [illegible] in close

other whales, but finding they could not catch up with them again, they went on board their vessel. (It must have been a great disappointment to them, to see us take a fish in that manner, almost taking it away from them.) we then hauled up, by the whale, and commenced lancing the whale but he went so fast, that we could not get far forward enough to hurt him very much, but the mate kept lancing away, where he could reach, until he got two of the lances broken, so he could not use them, and then we all hauled up, and was just getting out the bomb gun to try a bomb lance, when the captain came down to us (he left the vessel as soon as he saw we were fast) he soon got a chance, and gave him a bomb lance, that seemed to hurt him (the whale) considerable, and soon after he fluked, and the second mate, who was in the boat too, began to lance him; he soon had ~~[illegible]~~ him spouting blood, we hauled up, and gave him a few more lances, I had straightened a lance, and got it ready as we could not, and that pretty well finished him. he did not die until some time after dark, we got him alongside about 1½ o'clock, we then got the cutting gear up, and everything ready to commence cutting in, early in the morning, Lat. 31. 35 Lon. 16. 34

August 16th.

We have been at work hard all day cutting in, we got through at midnight, we ~~last~~ did not save the jaw, and lost some of the other pieces, the weather is so uncertain here, that the captain thought it best not to bother too long about him, but to cut him in as soon as possible, we had first rate weather today, though a little more sea than we would have liked, it was my turn "overboard" on this whale, and I had quite a lot of it, I had to go over several times and work considerable, ~~time~~, half the time under water, having to get out of the way of sharks, once in a while; there was a great number of them around, and once, as I was thinking of nothing but my work, I felt something hard strike against my back, I turned around, and saw a big fellow, shoving his nose against me, trying to bite off a piece of whale, or any thing else eatable, I got out of his way, as soon as possible, and was careful afterwards not to let another get quite so near me, we got through cutting in about 6 o'clock, and after supper [illegible] [illegible] [illegible] [illegible] and we [illegible] so we got [illegible] [illegible] [illegible] [illegible] to try out.

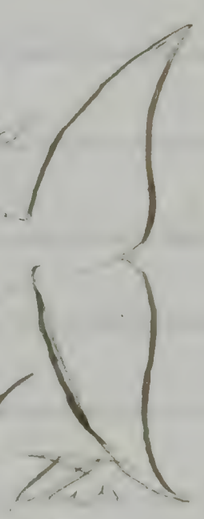
Sunday August 13th

We got up early, before daylight this morning, and had very pleasant weather all day, until after 4 O'clock this evening, when it commenced to grow squally, and blowing and continued so all day. We stowed down all the sail for night, then were polarly.

August 14th

Wind, and squally weather today, we washed the vessel out with soda, hard fresh water, and made her look as clean as she was before we got the shale. In the evening, a sloping schooner passed in sight, and we after her, as we came and spoke to, it was the Washington Brown of Thomaston, she had been out about a year, and her father died, her captain requested us to send for a doctor. The Ch. H. Richards came in sight in the afternoon, to the Lower Hox.

August 15th



This morning, we could see the mainland of Cuba, very large snakes, and pigeons the wildest birds, there are gaits always bitey, but we got the principal, single reefed foresail, and the jibs, in the boat, and tried to beat up, and get to the windward of them, as we have a chance to tow them "fend and head" with the boat, but they went to the leeward, just about as fast as we could, and though we tried them nearly all day, we could not get a chance to tow the boats, we are now in Lat 31.56 Long 76.55 off Hatteras.

Monday August 16th

We have had light and variable all day, there was thunder in the night in the morning, and rain in the afternoon, we are quite a ways into the gulf stream today, the current is strong and fast, we can hardly get out of it, we are having wonderfully pleasant weather for the night, but it is usually very stormy, and squally thro' the day in the gulf sea; the water is very warm Lat 31.17 Long 76.36

August 17th

Pleasant weather, again today, with a good breeze, we have been steering to the E.S.E. most all day, we have succeeded in getting out of the stream; I found on a reckoning today, we commenced to get the boat fixed up a little, after the gale Lat 31.50. Long 76.44

August 18th

We have had a fair breeze all day, from the eastward, with very pleasant weather, about three o'clock P.M.

as we were landing to the southward, we tried a "bucket" ahead of us, as we thought, but did not see anything more, so left it, when we came ashore, I found it right ahead; we got the boats on shore, but had to leave them shortly after, and saw nothing more of them, as it was so foggy we could not see more than a few rods ahead. The boats we saw first, was about seven miles off from us. I got out an iron pole, and fitted it to an iron, this forenoon, and then found another iron, I broke my iron pole in the shank, and cracked the iron a little. Lat. 31.26. Long. 16.21

August 19th

The weather was very pleasant today, with a good breeze from E.S.E. We have been sailing about in several directions, in the afternoon we sailed two miles on our southern tack, we saw a big sea turtle, also a dolphin, floating by the starboard. We have settled up accounts today.

August 20th

Very pleasant weather again today, we saw two whales in the forenoon, and in the afternoon, the C. W. Richards was in sight, we saw several schools of porpoises in the afternoon, some of them came under the bow, but did not stay long enough for us to get one, yesterday I struck one, under the bow, but the iron came out before we could haul him up. we had one of those old fashioned, two flued irons, ( ) they are not good for much, for they make a very large hole going in, and so do not have much chance to hold on, the kind we use, for whales, are called "toggle irons" the head is held by a pin, it makes a very small hole in entering, and then opens, across the hole, and then holds, much more than the old fashioned kind

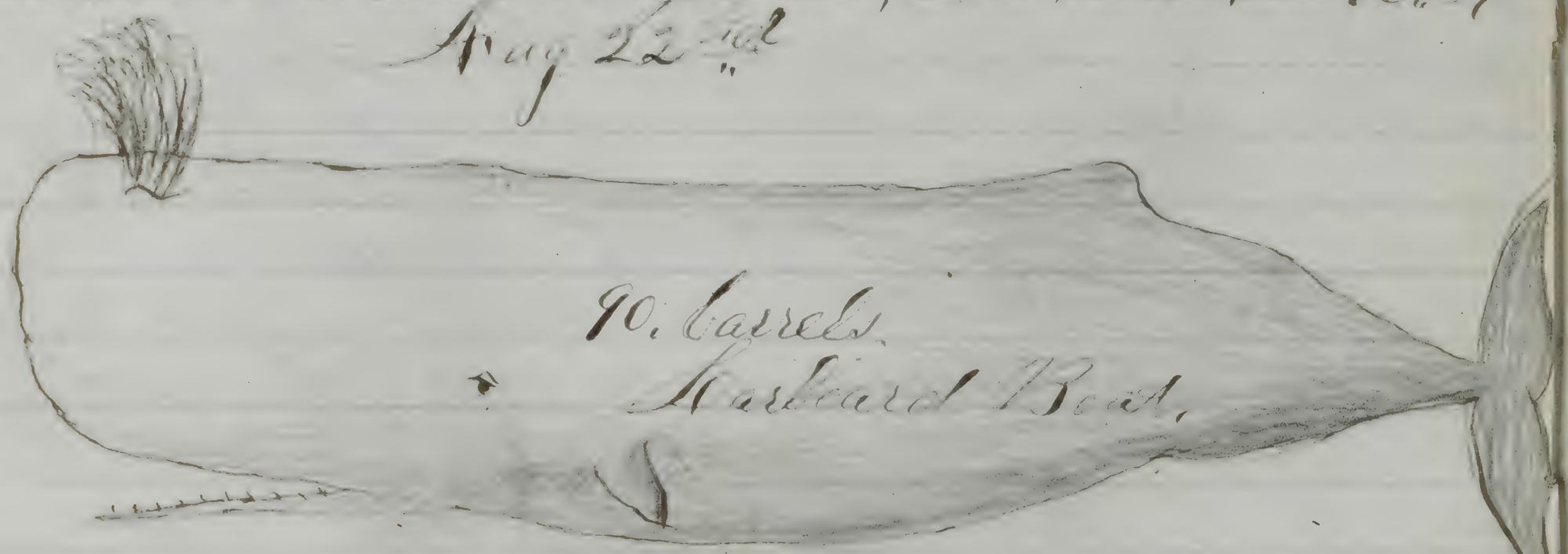
We have finished mending losses, today, to replace the one that was broken, I also gave the boat a fresh coat of paint, and got it in order, Lat. 31.18 Long 16.32

August 21st

Very pleasant weather all day. The C. W. Richards has been in sight all day, about ½ over. P.M. overhauled the cask, and we saw a school of porpoises, we lowered our boat,

and finished wood then. it was then cool enough, and the
boat was lowered, but was soon after a little breeze sprung up,
and we got paid from their boats, and then pulled
sprits, raised fore, but they were going (about E.N.E.) as fast,
that we could not pull near them, so we gave up, and
came on board. about 6½ P.M. the other two boats
also started to go on board. but before they got there, they
saw more whales, near the vessel. they chased them
till dark, but did not get them. Lat. 31.22, Lon. 16.27

Aug 22nd



The morning commenced with pleasant weather, and
a light breeze from N.E. the O.N.S. Richards was
sight to windward, two. at day break. we spoke
to him after breakfast, stating since we
had lost both our whales, and asking if he could spare us
some bread to do, but could not spare any. one of
their boats was stove considerable. ~~we~~ after we spoke
to him, we left off, and about 3 o'clock P.M. raised
a spout to windward of us. we steered for it.
and soon after, raised sprits, we got the two larboard
side boats ready, and lowered immediately. the
whale was thick 4 or 5 miles off. we pulled untill we
got pretty near them, and then took the paddles, so as to
make no noise. but the whales were going a little, and we
had hardly any wind. so our sail could not help us much.
so, after trying untill quite late, the mate came to the
conclusion, that we could not get a chance at the whales
without ~~using~~ using the oars, so the next time the whales
came up, we took the oars, and pulled up to them, and
got a chance to get one iron into a good sized fellow, he
started off quite fast, at first. but after a little while, the
mate got a lance into him, and stopped him. the
second mate then got fast, and between the two boats, (one
each side of him) we soon killed him. it was then
nearly dark, and the vessel was a long way to windward
with hardly any wind. so we commenced, with

both boats, to tow the whale around to, while while after dark, we set our lantern, and a short time after, saw the moonlight. It was about 9 o'clock when we got him along side, we made him fast, and "turned in" Lat 31.40. Long 16.51

Sunday, August 23rd

This morning we got out the cutting gear ready, and commenced to cut in the whale; he did not look so large as the other, but the blubber is fatter, and better looking, and he has a larger head, and think will make nearly as much oil. We got him all cut in before dark, and after supper, started the try works.

August 26th

We finished trying out, about 4 o'clock this morning, and then commenced to stow down the oil, we got through, and the casks stowed down, before dark, the whale made about 70 barrels.

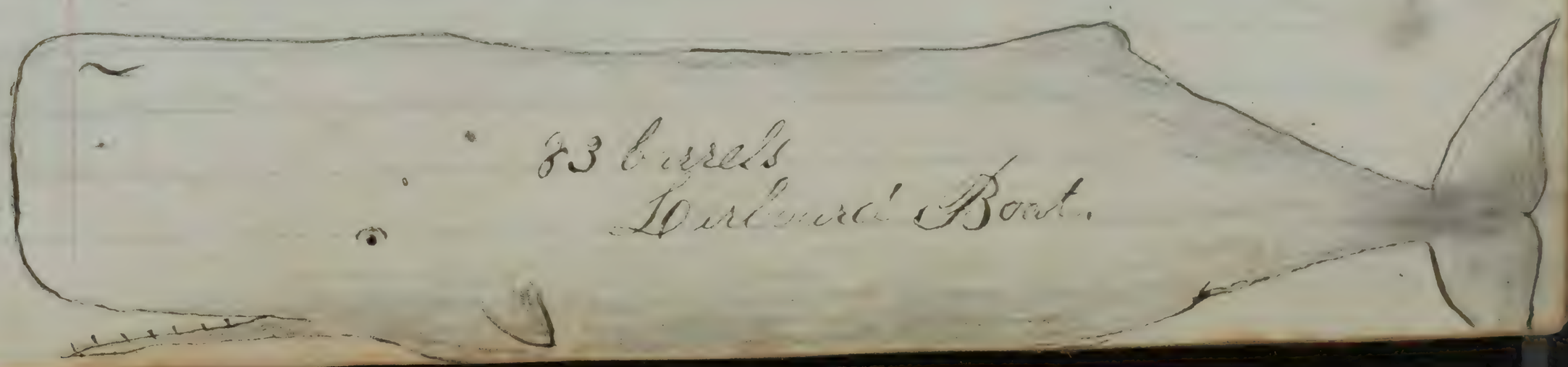
August 27th

We have had very pleasant weather, today, with light, variable winds, part of the time it has been calm. There was a little place in it, and when the whale hit it with his jaw, when we were killing him, and cracked one of her planks, she leaked and it was when we were in mizzen board that night.

This morning we with the wind all over, and just had a good blowing. The mate had some trouble with one of the men. This afternoon, the man was putting about having to work in his watch below, and the captain called him a lazy, and was talking to him, and he called the mate a hard name, and the mate then took hold of him. They had a little squabble, for a minute or two, but it did not amount to much, (no lives lost, and not much blood spilled).

August 28th

Today commenced with very pleasant weather, and a moderate breeze from S.E. about 11 o'clock, a sail was



raised, ahead of us, laying still on the water, we hurried and got our oars, and lowered the starboard and weist boats, and pulled until we got within less than a mile of him, and then took our paddles, so as to make no noise, and paddled towards him. we were upwind of him at first, but he turned round a little, and brought us abeam, and if we had not gone further, & we had to lay still, and let the second mate go on, the whale lay, without moving, and they went up close to him, and the harpooner darted both irons at him, and, as near as we could see, they went in solid, we managed to pull up, the harpooner darted the lance, and the boat did not move, when we had the lance in again, we lay still, when we came, waiting for the phantom spout, after about half an hour, he came up, quite near the boat, in a fresh place, and the captain also lowered from the vessel, and came quite near getting on, but the boat was before him, and, at last, just before they were ready to strike, the boat took the whale coming towards, the second mate went along side of him again, and Antonio darted a iron again, but did not pierce, the second mate turned, and started in another direction, and, after hard pull, we managed to get in ahead of him, and harpooned "head and hard", but did not affect us, until we were up to his eye, and then it was too late for him; I got both irons in solid, the whale then started to go down, and just then, the line came out of the "chocks" of the boat, and had it not left, carried away my mind entirely, took my oar out of the pin, (crotch), and ran to the bow, to keep the boat from overboard, we managed to get the line back again, in its place, as soon as possible, then rolled off my coil, and, after the whale slipped "sounding" a little, we took it down, a moment after, he commenced to go down still faster, and we thought he was going to take all our line; the second mate then came up, and gave us the end of his line, bended on to ours, ~~to~~ we got it all ready, but before we could get it, the whale stopped, and soon after came up quite near, we commenced to haul in our line, while the second mate fastened off, and got fast to the whale, and before we had our line in, he started, and we commenced to work on him, with a hand lance, when we got up to him, we gave him a few lances, &c, and then both of us had a first rate

[illegible]

Starting [illegible] at half [illegible] [illegible] [illegible]

with great curiosity, we watched the starboard
watch, and heard the mate call, as he ordered
the men to man the oars, he could plainly
see the boat, and just before they got to it,
the mate ordered the oars down, and
he called the harpooner, and they both leapt down
for the oars, when another large whale came up,
and they started for him with his
"gambolls, hard and heated". the whale dive, just as
they got to him, and tried to get off the oars, but it was
too late, for he had got close to him, before he could pull
and he darted both irons at him, but without
striking to him, the first iron went too flat, and went
out of him, and the second iron, did not hit him
rather, it was a great disappointment to us all, for
we thought we had him at last, it is a bad thing for
the mate, and he seems to be very bad about it,
the whale came up, and had gone a distance from the
boat, and they pitched, both boats started after him
they also hoist sail, then was a large school of
whales, one in sight in every direction, so the boats
pull up, and soon a large whale came up,
they towards the boats, the captain took his hand and
half, and then (the captain's brother) got one iron
in him, solid, the whale went down, and after taking
out nearly a tub of line, the line parted, and the whale
went off with the iron, the second mate started in chase
of him, but he was too late, soon after, came on board, but
the iron was the whale came up, near us, and he
lowered again, they had not been a breath of wind
all the morning, and a dead calm, and the trying works,
where the last of them, and that of the sun, was
very considerable, I was glad enough to see the captain
come on board, it about eight o'clock, he, and his boat's crew
of their breakfast, and then relieved us, and I went down,
I felt so weak, and the heat had such an effect on me,
that I could hardly eat anything, so went to bed again,
and the captain ordered the boats again, they hitched
I felt so weak I could hardly do anything, it he will
have me nearly put to the work, for Peter, he has not
been very active, but given it, and he grumbled
and he had it, and next it again, that then
I expect he will be up to the Cetacea in this month

ing; and when I commenced again, I did not expect to be able to stand it long, I never suffered so much from the heat in my life, we had to keep our feet as in the water as possible, as the blubber was getting heated, and we had to drive it along, and it kept me at work all the time, from one pit to the other, as fast as we possibly could. I managed to stand it until 12 O'clock (making 10 hours in the time), praying for a breeze and wishing the second mate would come on deck; and at noon, when he did come, I was never more glad to see [illegible] coming to my relief. then I went and then had my dinner, (but I could not eat much again) and a rest until three O'clock, and then the breeze [illegible] a little, and the work was not quite so bad. We finished trying out about 10 O'clock P. M.

Tuesday September 8th 1868.

We have had a little breeze part of the time today, but it has been quite hot, we got our oil all stowed down, and the paint washed off, before dark, the whale stowed down about 83 barrels, we must have lost about 20 or 30 barrels of oil, by the weather being so hot. the best part of the blubber trying out yesterday had no oil in it at all, we threw some of it overboard.

Wednesday Sept. 9th

We have had cloudy and squally weather during the past week, but without much wind, until yesterday, when we had quite a strong breeze, most of the day. today the weather has been pleasant, part of the day calm, and part of the day with a moderate breeze from S.S.E. In the morning, the D. A. Richards was in sight to the leeward of us, we tacked and run down, and spoke her; they have taken no oil here yet, the captain said he had been alongside of 450 bbls of oil, but could not keep fast to a whale more than two minutes, the iron would draw, a line part, or something happen, so that they would loose the whale; we have been steering to the westward all day. Long. 76° 40'.

The captain's boatsteerer, (Peter McCord) is not very well, he hurt himself by straining lifting a cask of oil, and has not been well since, part of the time he has been ~~quite~~ very sick.

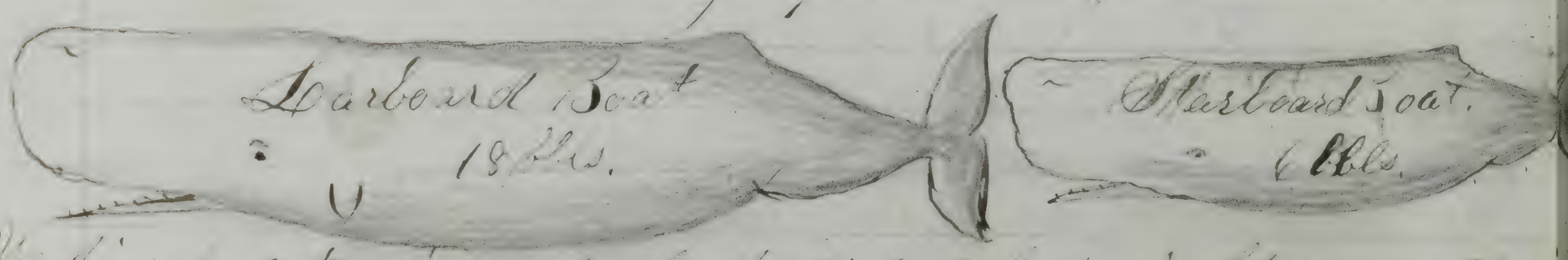
September 10th

We gained a school of small whale this morning in little after sunrise, and cutters came to us. We all sail as soon as possible, and stood along a little farther on that tack, and then we tacked, and stood to northward, as they got our flag. We made all three boats. The Captain Richards and little Joe to the leeward of us, the whale coming up, near the same time. After we set down, we brought up four barrels of oil, two, but they had struck, but weren't worth bringing. We pulled up, got in sight of them, and the little calf with them, ~~[illegible]~~ and stayed long, as it had a little calf. We drove others, but some escaped us, (as they generally do, we made it worth) so we gave the cutters a chance to get fast to, but some came near us, so the captain hoisted the flag, to pull up and assist the other, which did so, and killed her, and worked around to windward, but it was higher up, but we finished her, and towed alongside the vessel, and put a plank across her head, and started off for Westerly southward. The Richards had [illegible]

[illegible] and the [illegible] to [illegible] of [illegible] [illegible] [illegible]

[illegible] of rain, they were heading for us, [illegible] and shape at matter, we now there were little calf, but left head of all the others, and as it used to be [illegible] and then [illegible] at, and then [illegible] [illegible] to [illegible] him, he commenced [illegible] and working it to a great rate, and presently two or three more large ones came up with him, and one of them got under weather bow, and started off in one direction, while the shall we were fast to, went another, and our line commenced to go out my fast, and soon all the other was most gone. She soon made some fast to a [illegible] and then the mate gave the [illegible] line in [illegible], [illegible], and was preparing to give [illegible], when the line came off, clear, and we had [illegible] to go the other way. The captain had [illegible] fast to the [illegible], and as soon as our line was clear from the [illegible] the stickers put on an irons into him, and killed our whale, and then hoisted him up to the [illegible], and took him aboard, one of the officers boarding alongside, and after that the second mate came aboard with his, we then got everything ready, and [illegible] in, we got all through, and the cutting gear [illegible] before dark, we the starter the try works, and [illegible] the try works, when we are trying out, each watch stands [illegible] off the night).

Tuesday Sept 15th



We finished trying out about 6 O'clock last night, and this morning, commenced to pump the water out of some of the casks in the hold, to get ready to stow down, when before we had it half out, a large school of whales was raised, two points on our weather bow, and about five or six miles off, we lowered all three boats, and commenced to pull for them, there was a very [illegible] breeze then, and the sun was very hot, but we have got so used to pulling lately, that we did not mind it much, after pulling three or four miles, we caught sight of the whales, they were then quite a [illegible] apart, and were going to the windward fast [illegible], we but was [illegible] of the others, and nearest to the

shoal, but it proved a dreadful one to us. We
expected we got any thing else than difficulty.
We had seven eight miles from the island, we got
off the coast of the island, and by great toil
then off, but almost dead to get ahead of the
ground they were going so fast. We could not do
anything, kept trying, as hard as we could, with
oil and paddles. After we came from whales, night
to the windward side, and also tired, and night
almost fell on the water, we kept the boat for the
and paddled up, and it was dark, and then
before we knew, things started to pitch over a great sea
to leeward, the instant we felt the wave, the gale came
with her flakes, that set us all over, and then the
weight of the boat, over my second iron, just as I was
going to start it, so I had to drop it overboard, the
motion of the boat, we pushed it off, out of the
way, and the recoil of myself; he bent the line,
while the white mate got out and the harpoon
to pass, the whale then came up, and lay on the water
heaving and rolling, but at a great rate, we dare
not attempt to kill him at first, for we wanted to see
if any more would come up with him, and to give
the officers a chance to get shot too; the captain and
their mates came, and in a few minutes, some more
whales came up with ours. (to see what was the matter
with her), and the captain pulled up, and took our
"bed and head," and so the whole pitched to pieces.
The shipkeeper (who was in the boat when I dart)
his iron fell on his back, and it bounded back
again nearly a foot, without going in. Some more other
men came up, pitted over, and they broke further,
and been shot to ~~another~~ a small one. The second
mate was then getting a distance to windward of us, and
other whales, still keeping with ours. We waited for him
to come up to us, but before he could get to us, they were
up close to the windward, with the rest of the school, so
the second mate started off after them. We then
came up and killed our whale, and the captain
a little way to the windward of us, had his flood
cut the drawline, and got a well with him,
and started to chase the others, so we waited
and went up, and found his intention to find

and tied them together, and commenced towing them with sail and oars to windward, where the vessel was, beating off to us, when we got within about two miles of her, the captain gave up the chase, and came down, and helped us tow, we soon after had them alongside. The second mate did not get on board until some time afterwards. He had chased the whales so far, that he lost sight of the vessel, altogether, and had to use his boat's compass to get back. We finished pumping out the water, we commenced in the morning, and then got the cutting gear off, before dark, ready to commence cutting in. The first thing tomorrow morning, and left the oil that is on deck, to be stowed down in the night watches. There was 30 bbls

Thursday, Sept 17th

This morning commenced with windy and cloudy weather, and quite a heavy swell from the eastward, we stowed down our oil in the afternoon, (there was about 23 barrels) and in the afternoon, scrubbed off the decks, but did not clean the paint work, it was too rough. There was two or three vessels in sight today, and in the afternoon, we saw a sperm whale breaches ahead of us, but it was dark before we could get near them. The night set in very windy, and squally.

Sunday Sept 20th

We have had a very strong breeze, and heavy sea the last two or three days, the wind, most of the time from N. E. we have been laying to, sometimes on one tack, and sometimes on the other, under, with double reefed foresail, trisail, and jib, have seen nothing but a few merchantmen, most of them steering to the southward; this morning the weather looked a little pleasanter and the wind had moderated considerable, so we shook the reefs out of the foresail, and let her go a little faster heading to the eastward.

September 21st

The weather has been quite pleasant most of the day, but in the morning, from 2 O'clock until breakfast time, it was very blustery, we improved our time while we had fair weather, and washed the paint work all down, and finished the boats' gear that we

so we got them stowed away, the night was very moderate. steered E. by S. heading N. E.

Sept 24th

This we have had calm weather all day, there has not been much wind the last two days, but with what little we have had, we have been steering to the eastward. There has been a number of different kinds of fish around today, a large Barracouta, some Albicores, and a large number of rudder fish, and some other kinds of small fish. After supper we caught two dolphins, and a number of rudder fish. There is one of our foremast hands quite sick, he was with me in the "Tiber" last voyage. he has been sick ever since we have been out, and now is so that he can hardly help himself. his complaint seems to be the dropsy, I hardly think he will ever be much better. The boatsteerer John McCurdy, seems to be a little better, but he is still very weak.

Sept 25th

This morning commenced calm, and continued so until about two O'clock P.M. when a moderate breeze sprung up from N.E. we have been heading about E.S.E. ever since. We took in the mainsail, and set the topsail at sunset, as usual. We have been scraping and painting some of the outside work today, and fixing up things a little.

Sept 26th

Commenced calm, but about breakfast time, a breeze sprung up, we set the mainsail and all light sail, the wind was from the eastward, it continued moderate all day. A large barque passed us, in the forenoon, steering to the southward, she hoisted the American flag, as she was passing us, and we hoisted ours also. In the afternoon a whaleship in sight ahead of us, we changed our course two or three times, and at sunset, she seemed to be steering towards us. We have been painting the "waistways" and hatches, today, and we are having very pleasant weather tonight. we did not take in the mainsail tonight. At dark, we hoisted about to N. E. the wind seems to be dying away some.

Sunday Sept 27th

This morning commenced with a light breeze from the eastward, and it continued through the day, after dark, some squalls came up from the southward and we got quite a breeze from them but I do not think it will last long. we are steering E.S.E. with all sail set, there was two vessels in sight in the morning and one of them was a small schooner astern of us that we thought was a Yankee fruiter from the West Indies bound to Boston or New York. so we at once commenced writing letters to send home by her. I wrote one, and soon as it was finished we got alongside and delivered the parcel and went on board of her. we were a little disappointed when we got there to find she belonged to Nova Scotia, and was bound there with a load of salt from the W. Indies so we lost our letters, and then after a pleasant talk we came back to our own vessel again. She was quite small, her name is the Island Queen, we did not get much American news from her, they said they saw a large sperm whale yesterday. Lat. 32.35. Long 69.40.

Sept 28th

Fine and pleasant weather and a moderate breeze from S.W. all day. we have been steering E.S.E. at noon we set our main topmast staysail! the first time we have set it this voyage, it is almost as large as the fore sail, and is quite considerable at present. the weather not quite equally to the windward, so we set it in spite, there has been three vessels in sight steering west the same as we are steering to the southward, in the forenoon. we saw a spouting on the water quite far off to leeward, so we bore down to it, when we got to it, and hold it alongside and all we caught a number of fish that were around it, after we let it go, a number of dolphins followed us, we caught several in the afternoon, and salted them, to use up our beef.

Sept 29th

Very squally, and rainy weather all day, part of the time we have had a very good breeze, good short squalls, at dark, the weather cleared a little except, and the wind veered round S.W. quite moderate. Thunder, lightning and rain, we had some more, this morning early. I gave my [illegible] and rainy, [illegible] and [illegible]

the afternoon, and [illegible] we [illegible]
a Mizzen set all the forenoon. but in the after-
noon it looked so squally we took it in again. Sept. 31st 55.

Sept 30th.

The weather was very squally last night and today
about two O'clock this morning the wind hauled to
the N.E. and knocked us offour course a couple of
points. to E.S.E. after daylight the wind in-
creased so we had to take in the gaff Mizzen and
flying jib. and about 8 O'clock we reefed out
the main sail. at two O'clock P.M. it commenced
to moderate again. and we reefed out the main sail,
and set the flying jib. and at five O'clock P.M.
hauled up a little more. so we tacked and
headed N.N.E. at dark the weather looks very
black, and squally but there is not much wind.
we have not been able to see the sun to day, to get
an altitude for latitude or longitude.
we have been near Bermuda.

Thursday, October 1st. 1868

This morning commenced very pleasant
with a good breeze from N.N.W. to day we
set the gaff Mizzen sail, and Mizzen stay sail
steered E.N.E. last night O'clock, we were
~~[illegible]~~ the island of Bermuda. a little on our
weather bow, we luffed a little, and stood to
the southward part of it. it is a very low island.
the light house was in sight some time before we
could see the land, when we got round, we
signalled for a pilot, and soon we came off. (one of
the "called gentry") and after taking us through
some of the most crooked passages I ever saw, we
dropped anchor in the town of Hamilton, it
is quite a pretty looking ~~[illegible]~~ place from the water,
we anchored just opposite the island at about 8
O'clock P.M. the rain came in shower,
and O'Leach came off, brought three letters for me,
from home, and it can be easily imagined how welcome
letters were, after an absence of nearly five months,
most of the people we see here are colored.

Oct 2nd

Today we had very pleasant weather, with quite a strong
breeze from N.N.W. we commenced in the morning and

carried off with the fore and main standing rigging, and sighted a precious foremast, and set up the bobstay, and jib and flying jib stays, we also took in about 18 inches on the springstay, and set up the main topmast stays, and then set up the fore and main rigging, very handy, at supper time, we stopped work, for the day.

I was out all in the forenoon, that came in Sunday last part of September, with her spars carried away, is quite a curiosity here, there are fifteen vessels came in here, about that time, dismasted, they had a very heavy blow, it did not quite reach to where we were, cruising, they all got new spars, and sailed again, as soon as possible, there are two here yet, with their masts partly put up.

Oct 3rd

This morning we finished off the rigging, ~~and~~ that we did not quite finish yesterday, we overhauled some, for a few rain squalls, but we got through, and the last of all sailed, before supper time, After supper, the skipper, and myself, took a run ashore for a little while, it is quite kind of a looking place it is, but it was dark before we had time to look much, so we had to come on board again.

Sunday Oct. 4th

At Harbour watch, got ready, and took a run ashore untill noon, when they came on board, and we went to have a look around, the skipper, (James Weeks Esq.) and myself, engaged our way to a Wesleyan Church, and found they held their services in the morning and evening, so we walked around untill supper time, and then went on board, to get a "bite", and went right ashore again, the services commenced at seven O'clock, we had a seat offered us, and enjoyed ourselves very well, it was quite a treat to us, it is now five months since we heard anything of the kind, The church was quite large, and looked very neat, there was quite a number of good people there, they seemed to occupy one side of the church, and the white people the other, I like the appearance of the island quite well, everything looks pretty and nice, and the streets and houses, look remarkably clean and neat, there are some very pretty and pleasant places we got tired of walking, one part of the afternoon, and went on some body's premises, and laid down in the grass, under

the shade of the trees, and took a "nap", we did not sleep long, though, before we were awakened by rats crawling over us, and, as we didn't like the idea of that very well, we concluded we might as well improve that today. The whaling Schr. George B. is laying here, condemned, and her rigging all stripped off. She got ashore about two weeks ago, somewhere to leeward. They got her off again without much trouble, and then condemned her as unseaworthy. Her captain and mate were on board of us today.

Oct 5th.

Today passed with pleasant weather, and nothing to do. Some of us went ashore a little while in the morning, mosquitoes seem to flourish remarkably well here, and have a particular fondness for strangers; we can hardly sleep nights, there are so many of them.

Oct 7th.

This morning we went to work and shackled the anchor chains together, and then ran a line astern to the wharf, and blocked away our chain and hauled alongside the wharf, we then got hold of our oil on deck, and "coopered" it, and prepared to get it on board the vessel as soon as we send it home in. At dark the captain gave the crew two dollars each, and let them take a run ashore.

Oct 8th.

This morning, when we came to muster at daylight, we found they had all deserted but three or four, and soon after breakfast the rest of them all sneaked off but two, so we had to hire some darkies from ashore to help us work. During the forenoon the large and fine Barque Eliza Bass of Bermuda came in, and anchored to the wharf just ahead of us. She is the vessel we have been waiting for to take our oil, as we saw it convenient we hauled alongside of her, and put some of our casks of oil on board. We have put 17 casks on board.

Oct 9th.

We have been at work all day, discharging oil, but the barque we have had very little out yet, after two hours make working very poor work.

Oct 10th.

Finished discharging our oil today, it sums up 350 bbls;

other pure than we expected. After we got it all on board the carpenter hauled back again, to the last, bottom of the hospital, and they washed the vessel all good.

This afternoon, one of our crew named James Morton, native of New York, died on board. He was taken sick a short time after we left home, with a swelling in his limbs, and since then has never been very well. He had not been able to do anything at all himself, scarcely, of late, and had lost strength all the time. Before we sailed here, the captain tried to get him into a hospital, where he could be taken care of, but there was no hospital, or anything of the kind. To spit him up, and the captain learned we had got to keep him on board, for four or five days. He seemed to have lost his reason, and could eat nothing. His tongue was all swollen, and turned black. He seemed to be dying all day yesterday, but he lingered along till about 3 O'clock this afternoon, when he ceased breathing. Soon after a coffin was sent off from shore, and at dark we covered it with the American flag, and carried him ashore, where the corpse was awaiting us, or the, with the Mary E. Hymerson's crew, formed a procession, and followed him to the burying ground, where burial services were read by an Episcopal clergyman, and we lowered him into his last resting place. It is a very sad thing to lose one out of a ship's company by death, he was with me two years during my last voyage in the "Para" we have no means of finding where his people live, they may never know what has become of him. We hauled off to our anchorage again in the afternoon.

Sunday Oct 11th

This forenoon I spent in writing a letter home, and in the afternoon took a walk ashore with the shipkeeper. We walked until we were tired, and in the evening went to the Methodist meeting again. We got on board at half after 7 O'clock, we found the weather ashore rather rougher than it was on board.

Oct 12th

Today we have been cutting and stowing down some of the cocoa we got Saturday, from 7 to 12 o'clock, when we stopped to dine; could not but feel sorry

Oh, and they were very small casks, but I hope we have got to make them do, we have been searching, and have found exactly where the leak is,

Oct 13th

We have been stowing down casks, and filling them with salt water, today, we also covered the flour casks and the molasses casks, and put pickle in the pork barrels. The weather was very pleasant thro out the day, but in the afternoon it commenced to grow cloudy, and the wind blew up quite heavy. In the afternoon the captain started, with his boatsteerer (the one that has been sick, but is getting better now) to go ashore in the boat, with the sail set, but before they got half way there, a puff of wind struck them, and capsized the boat, they both scrambled on to the bottom, without hardly getting wet, we turned the carboard boat as soon as possible, (quicker I guess, than it was ever cleared away before) but before we got off from the vessel, the M. E. Simmons had one of their boats, that was alongside of her, to them, and took them into her, we then got to them, and righted the boat up, and bailed her out, the captain then got into her, and set the sail again, and that time got there in safety, the night commences very squally, and rainy. The mail steamer from Halifax, came into St. Georges today, some letters came for us, but none for me,

October 14th

Pleasant weather today, with a strong breeze from S. E. we have been rafting water from shore, and filling up some of our casks, all day, we have had a four men from ashore, every day, for half a week. In the forenoon, the steamer Tekiee, from St. John, came in, they expected her yesterday, she brought a mail, and I received a letter fr. We entered all our beef and pork barrels today, and filled them with pickle.

October 15th

We finished rafting our water, this afternoon, and cleared up and washed off the decks before dark. There has been quite a strong breeze from N. E. all day.

October 16th

This morning we washed the vessel's quarter gallery, and in the afternoon, we all went in the boat to what Sandy's or ashore, as we intended to get to Georges.

Thursday. We hauled up on the ways and strip off the copper, and see if we can stop the leak. It has not increased any since we came from home. It takes about an hour to pump out (with both pumps) twenty four hours leakage, so think we can stop it. We overhauled the hold Friday afternoon, and Monday morning and by taking up part of the ceiling in the Child found very near where the leak is. We took a lot of pumpkins, and five bbls. potatoes on board today. Spent the evening until nine O'clock, ashore.

October 17th.

We had a very windy, and rainy night. It blew a gale from the eastward, & early all night. but this morning the weather looked a little pleasanter. Miss Mary E. Simmons left here yesterday, and arrived within sight of home, and today she started again, and in the afternoon, got becalmed outside among the reefs, and had to anchor again. She takes left this forenoon for New York, but anchored again soon after, near the sea board. I sent a couple of lines home in her. We wanted to go down to Georgetown today, but our pilot, (the one that took us in) took the Lake cars, so we have either got to wait a day or two for him, or get another pilot. We have been painting the vessel some today, we painted her black outside, and in the place of the two streaks (one red and the other yellow) that we had before, gave her one narrow white band, we did not paint her all over only about half.

Sunday. Oct. 18th.

Pleasant weather today, with a strong breeze from the eastward. The "officers" all went ashore in the forenoon and in the afternoon Weeks and I went ashore (about 1 O'clock) and took a walk about three miles back, and visited a large underground cave, by the sea shore, where some of our "runaways" had been stowed away, we found it empty, and after exploring the place, and putting our names on an old table that had been there the last two or three centuries (according to report) we left, and came back to the town. The people there say that cave was made by pirates, hundreds of years ago, and since the memory of the oldest inhabitant everything, with the exception

remained the same as it is now, it is a curious place, and well worth visiting.
In the evening we went to church, and enjoyed the services very much. We came on board again about 8 O'clock.

October 19th.

Commences with a very strong breeze from the eastward. The captain went on shore in forenoon, and came on board with a pilot. before 11 O'clock, we then commenced to heave up the anchor, and after we got it clear from the bottom and the vessel commences to fling off, it caught again afoul of the anchor of a thousand tons barque that is lying along the wharf. we commenced heaving again, and after about three hours very hard work, we got both anchors to the surface of the water (we had a line out ahead, to hold the vessel) and without much trouble, we got them clear, and then let go the barques anchor. it was a very heavy anchor, and gave us as much as we could do to heave it up, and when we let it go the vessel has received the lighter up a foot. we then made sail on the vessel, and let go our line, and steered out through the narrow passages and between small islands, untill we got down to a clear, open place, when we dropped anchor again, to wait for a fair wind, for St Georges. After we had the sails all furled snug, we took the boat, and put fish net we have into her, and went in among some of the small islands, near by, and tried to seine some fish, but we could not get any. we saw a few, but they did not seem to take a fancy to our net, so we could catch none for supper. Peter McCurdy, our fellow boatsteerer that has been sick, does not seem to improve much. today he seems quite unwell again.

Oct. 20th.

This morning commenced pleasant, with a moderate breeze, the pilot came on board early, and we got the anchor up, and then had to beat out the passage, but before we got half out, we [illegible] [illegible] [illegible] in [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

not gathered sea-way enough to come around, so she missstayed, and she drifted on to the rocks. we got our kedge anchor out, with a line, as soon as possible, and soon hove her off. the harm was done. the water being very smooth we then sculled our way out of the passage, into a clear open place, where we made sail again, and beat up to Old Harbor, against strong winds, and anchored about five o'clock. I thought Hamilton was a bad place to be in, but believe this is worse. after we got out of sight of the ocean, we had quite a long distance to go, in a very narrow channel, before we got to our anchorage, we are completely shut in by the land. the captain went on shore, immediately after we anchored, and stayed until night, and when we went in with the boat for him, we had a chance to run around a little and see the place, however, there did not seem to be much to be seen, except a few boys laughing at us as we walked along the street, as unconcerned as possible, with bare feet, and in our shirt sleeves. for we did not mind that much. and after packing in a few stores and some of the soldiers' pay, we went down to the boat again, and went on board.

October 21st.

Very cold and very pleasant. we hauled the vessel up to "wharf" in the forenoon, and in the afternoon we began shifting the copper from the place where we thought the vessel leaked, and putting on a length of copper, about six inches higher than we had it before. After we had some of the copper lifted off we pumped water into the hold, and by seeing it drip out, found out the place where she leaked. there were two round holes, near each other, and let out quite a stream of water. the drum was loose, too, in some of the seams, we plugged up the worst holes, and hired a caulker from ashore, to fix up the seams, but night came on before he got through. I do not think we have found all the leak yet, some more of the seams must be loose, as it was very cold weather when the vessel sailed at first.

October 22nd.

Rainy and windy weather last night, and today the wind has been quite strong, we got through scuttering the vessel's bottom, and launched her off at noon; the wind was so strong, that we nearly carried away the cradle of the ways, but we got off without much damage, and anchored off the town. We then went to work again putting the cargo on, around her that we commenced yesterday, got about half through at night.

Peter McCurdy left us this afternoon, and went to Hamilton with the captain. He had to be been sailing, the last two or three days, and he came to the conclusion that he had better leave us and go home, for he did not feel able to continue the voyage. We are all very sorry to have him leave us, it made quite a gap in our "Moravian gang" of four, but we all think it was better for him that he discontinued the voyage, as he might have gone worse than it had been; but it is hard to part with friends must part.

October 24th.

Yesterday and today, we painted the vessel over, outside, and gilded a portion of the "waste" inside. My dear Peter's baggage to Hamilton, this forenoon, he intends going to New York in a big that is laying there, and is ready to sail.

Sunday, October 25th.

Very rainy, and squally weather all last night, and today. Several of us took a walk ashore in the afternoon, and in the evening, Shipkeeper and myself, with any of the men forward, (we have left two there now), took the boat and went ashore, and attended services in the Methodist Church: had a first rate sermon, and we benefitted considerable, it was worth the trouble we had in getting ashore &c. There was considerable pain while we were ashore but we kept under shelter, we got aboard at half 8 o'clock.

October 26th.

It is raining this morning like anything. I was at work all the forenoon, cleaning up my boat's craft. We had a boat ashore about 11 o'clock, to be ready for the captain, in case he should come down this morning. He came up in the day.

was seen in Lorenzo's boat, [illegible]
(about two o'clock) we got under weigh, and stood,
(after we drag'd clear of the land) E.N.E. towards sunset,
the wind hauled aft a little, and we jibed ship,
and stood E.S.E. with the wind moderate from N.N.E.
carrying all sail set but the stay'sail, and I think we
are bound to the Western Islands to ship a crew,
as we lost a few more men now, we are
about the pass over very good whaling grounds, we have
had [illegible] all told.

October 27th.

We have had a good breeze all day today, from N.N.E.
first, but in the afternoon it shifted to N.N.E.
about 10 o'clock last night, the wind brought up
with a bang, and we took in the gaff top sail, and
mizzen sail, and set the trysail, we are now steering East

October 28th.

We have had good weather, but with a head wind, yester-
day, and today, we have been steering on the wind,
long tacks on one tack, and sometimes on the
other, with trisail, foresail, jib and flying jib, set,
tonight the wind has backed to the northward a
little so we headed about E.S.E. on the port tack.
We were at work yesterday putting white lead into
seams of the decks on the quarterdeck, we the water
leaked through, and today, we painted the in-
side of the Starboard boat, and filled seven casks
in the fore hold, with salt water, so as to trim the
vessel down a little more by the head.

October 30th

We had cloudy weather today, with quite a strong breeze,
~~last night~~ almost dark ~~yesterday afternoon~~ it hauled so we could head about
east, with the trisail on, so we took it in, and set
the main sail, and headed E. by N. we kept the
mainsail on until this afternoon, when, the wind coming
too strong, we took it in, and set the trisail, some rain today.

October 31st.

We have had a very strong breeze today, from N.N.E.
last night, we were turned out of our berths, in our watch
below, to set the foresail, it was rather a disagreeable job,
as the wind was blowing half a gale, and there was
some rain, that the wind seemed to almost blow

kept in port, we had two reefs in the main sail, and then turned in, again getting wet, since we were water on deck, we had a very hard night. Today it has been a little more comfortable; as there has been hardly any rain, the wind does not seem to increase much. There is a very heavy sea running, and once in a while we get the benefit of a little of it flying over, and soaking us, early in the morning, we took the jib and in the afternoon, we hoisted a part of the head of it to steady the vessel. This is what we call a "bob jib". At past eight P.M. we close reefed the foresail, the boat plays pretty well.

Sunday, November 1st 1863.

Very strong breeze all day, but towards night it moderated a little and the sky cleared off considerable, we reefed the jib, in the afternoon, and set it, but afterwards hauled it down, and furled it, we are laying to under trisail and close reefed foresail.

November 2nd.

There has been a little less wind today, though it is still quite strong, it has hauled more to the southward. This morning we hauled down the trisail, and "wore ship" and are now heading about N.E. by N. on the starboard tack, we then hoisted the trisail again, and, some time after, set the "bob jib". After reefing we "shook out" one reef, from the foresail, and set the reefed jib, the sea does not seem to go down any, and the weather still looks black, and squally; not doing much, particular, today, except a good share of sleeping.

Nov. 3rd

This morning, the weather commenced to look a little more pleasant, and the wind moderated considerable, and hauled more to the southward, and eastward, at eight O'clock, A.M. we set all sail, there is still considerable sea, in the afternoon, the wind hauled so we had about east. We had some rain last night. This afternoon, we overhauled our line traverse, and found all no doubt has occurred to alter in them, so we are to be disturbed a little, Lat. 31.33 Lon. 56.45

Nov. 4th.

We have been standing out for last twenty four hours with a good breeze from N.W. The weather has been very pleasant, but tonight it grows quite cloudy, and the wind has moderated considerable and hauled more to the Northward. Nothing particular going on today. Lat 32.16. Lon. 53°.52'

Nov. 5th.

The weather has been quite moderate today, and light, and, in the afternoon, light N.E. by E. we are standing about S.E. by E. close hauled. Made a bath by my boat Spade, in the afternoon, the one we picked up the other day. This morning, the crew got up a new coil of chain line, and put about half of it, in the line-tub of his boat, to replace one of that worn out. Lat 32.33 N. Lon. 51.51 W.

Nov 6th.

We went to bed last night, very comfortable, but it blew little this afternoon. The wind increased light south, last night, so we tacked about 4 O'clock this morning. We have been heading N.E. by E. most all day. We passed the outside of the Starboard tack, this forenoon.

Sunday November 8th

We have had quite pleasant weather though quite cloudy, yesterday and today. The wind has been very variable, but fair all the time, and quite moderate, until this afternoon, when it freshed up considerable, and is now blowing from about S.E. by E. we are steering E. by N. The night commences very cloudy, and squally. Lat. 33.06. Lon. 47.00

Nov 9th

The weather has been very cloudy today, and we have had a little rain. Last night the wind increased some, and the sea grew quite rough, and has continued so all day. The first part of the day, we steered E.S.E. but the wind hauled to the eastward, a little in the afternoon, so we kept off S.E. by E. and it soon blew the old hat head much better than S.E. steering "Sail and Lift" Night C. Clock, blowing, but lost two reefs in the mainsail, and at half past three P.M. the head cringle of the foresail gave way, so

we had to lower it down, and [illegible] new one, and after we hoisted it again we sight reefed it. There has been three Cargoes in sight today, all steering about S.S.E. with considerable sail set. Lat. 32.22 Lon. 43.25

Nov. 10th

During last night the wind moderated considerable, and we took the reefs out of the foresail, and mainsail, and set the gaff topsail. This morning, commenced quite pleasant, and the wind moderated more, about 8 O'clock A.M. the gaff topsail was gybed, and I had the job of going out at the end of the main gaff, and reeving it again, soon after, we set the stay sail, we had to steer S.E. on the wind, the wind is not very steady, there has been quite a quantity of sea and swell today. Lat. 31.25 Lon. 41.25

Nov 11.

Commenced very pleasant, with a moderate breeze in the afternoon it grew quite strong from N.N.W. and at dark we took in the gaff topsail, and flying jib, steering S.E. by E. Lat. 31.00 Lon. 39.52

Nov. 12th

We have had a strong breeze from N.N.W. all day, at 4 O'clock P.M. took in the mainsail, and flying jib, and kept off S.E. there is a very heavy swell running from N.W. Lat. 30.09 Lon. 36.12.

Nov. 13th

The weather has been quite pleasant today, wind moderate from N.N.W. we have been steering right before it, heading S.S.E. under foresail and jib, with the foresail, sometimes on one side, and sometimes on the other. This forenoon a vessel passed, going to the N.E. We put ~~on~~ a few couple shifts of sail on the main gaff, this afternoon, where the "Topping lift" and gaff topsail tack chafed it. Lat. 28.59 Long. 35.30

Nov 14th

Pleasant weather today, with a moderate breeze from N.N.W. we have been steering S.S.E. all day. We set the mainsail and gaff topsail, at 7 O'clock this morning, and have been rambling "wing and wing" all day, until five O'clock, when the wind hauled to the Northward, and we gibed the foresail. Last night there was a very great number of meteors shooting about the sky, more than any of us ever saw before, a vessel passed this morning steering N.E. Lat. 27.43 Lon. 34.40

Monday Nov. 15th.

[illegible] weather, with a moderate breeze from the northward, we have been steering S.S.E. and S.E. by S. [illegible] Lat. 24.25 Lon. 27.52. We are about 60 miles from the Cape Verde Islands, on our way to Sagal, [illegible] we had so much head wind. Capt. is quite sick today, has taken a very bad cold, and is somewhat feverish; (" " ")

November 16th.

Commenced pleasant, with a moderate breeze, from the northward, we were steering S.S.E. the first part of the day, [illegible] and rising, but we filled the foresail & the afternoon and steered S.S.E. & S. it has been rainy, all the afternoon, a little breeze from [illegible] dark, and hauled a little to the southward. We lowered the lee boat over, and mended her, outside, in the forenoon, and in the afternoon we turned her back, and painted her inside, all but the bottom, are painted now. Lat. 24.53 Lon. 29.00

Nov. 17th.

We have had a light breeze today, from the southeastward, we have tacked two or three times during the day, as the wind varied one way and another. Early this morning, two small finback whales were around the vessel, they stayed so long, that finally the mate got a lance out, and soon had an chance, and put it nearly quite through one, they then went off, and as we did not see more than one, afterwards, the other must have died. Lat. 24.27 Lon. 28.40

Nov 18th.

We have had very pleasant weather, and light breezes from south, and S.S.E. the last two days, we have tacked several times, have kept all sail set. We scraped and painted the forecastle, (that is on deck) [illegible], and painted the whole of the inside of the bulwarks, [illegible]. Today we painted the foremast, near force pump, and some other things, blue. we have [illegible] the painting [illegible] Lat. 23.53 Lon. 27.35
[illegible]

after now, he is not able to go on deck; had he attack of fever, which grew from a very bad cold.

Nov 20th.

This forenoon, we had a moderate breeze eastward, in the afternoon, the wind increased so we have got a good breeze now, we steering N.N.E. and going along quite fast. We painted the starboard side of the quarter deck, and all the lime-wood "the coamings of the hatches." There was two vessels passed us this afternoon steering to the northward. Lat. 22.. 53. Lon. 27.. 03.

November 21st.

We have had a good breeze from the eastward, the last twenty-four hours, and have steered N.N.E. untill last this afternoon. when we ~~steered~~ luffed up a half pt: the wind has started a little to the northward. Last night, about 11½ O'clock, the wind increased so we took in the staysail, we tore a hole in it, when we got it over the end of the fore boom; this morning the wind moderated again, so we mended it, and set it again, it is a very large sail, and fills long considerable; there was one vessel in sight this morning, to the leeward, Lat. 20.. 40 N. Lon. 25.. 35 W.

Sunday Nov. 22nd.

Pleasant weather, and a good breeze from E.N.E. today, we have been steering about N.N.E. with all sail, tonight, at dark, we took in the staysail. We have got what is called the "trade winds" now, that is, the wind that blows always from one direction, it is very seldom it varies more that a point or two, this is what is called the "North East trades" to the southward of the equator, they have the South East trades." We shall probably have this wind all this winter. This morning we were in "green water" showing that we were passing over some bank, there bottom was not very far down, but this afternoon we passed out of it again into blue water. Today passed about the same as most of our sundays, in reading, and sleeping. Whitehouse seems a little better tonight, he is very weak, and can hardly eat anything.

November 23rd.

We hove in to flying jib and gaff topsail, at 12 O'clock, last night, and hauled the jib sheet to the windward, and hove to, and kept like, until daylight. This morning, we then made sail again and bore S.S.E. out, as soon as it was light enough, we raised Val. (or Val) island, on our lee bow, we kept on our course, and passed it during the forenoon. It is a very church looking island. We could not see a green thing on it. There was a large vessel laying there, evidently lying safe. Soon after passing it, the island of Bona Vista, hove in sight, we anchored, about four O'clock, at the lee side of this island. This island is a little (and but a little) better than Val. There are a few green things, and some goats, to be seen. After we furled all the sails, some of us took a boat, and fishing, and went trailing for barracootas, a kind of fish that only bite the hook. When it is moving quick through the water, and some resembles a flying fish. They are very nice eating (after you eat them) but we did not feel so much as a nibble, and came back again at dark, the same as we started, only minus a little good temper. While we were gone, they caught several fish from the vessel. There are a few low huts to be seen ashore, but it looks as if most of the people lived in caves in the rock and sand.

Wed. 24th.

Pleasant weather today, with moderate trade wind. Early in the morning, we saw a man on the beach waving a flag to us. We set our flag, and after breakfast, everybody but the guard, and ship keeper, went off with the boat. There was a little surf, on the beach, but we watched a smooth time and got in and landed our boat safe on the beach, without accident. Several men then came down to us, (Cabo Verd) and one of them, who could talk a little English, and seemed to be the head one of them, being dressed in rather superior clothes, said we were not allowed to stay there, or have any communication with the shore, until we had "entered" the vessel, at the Custom house on point of the island, he said there

and with a stillness behind me I felt like a
a baby. But we had other news of a very different
After having been a little in the harbor
for a few hours, and suffering from the
heat, we came on board again, taking the
last boat to Tonnegaddi, and, as soon as it
was immediately got under weight, and, little
the wind fresh, and by five we were out
of the port and anchored, about 3½ miles off. No
sooner was our sails all furled, the Captain
[illegible] and health of his crew drunk, in a bottle
after examining our bills of lading and other
papers, he said they thought
they could get them on board without actually
[illegible] though they [illegible] a little about
[illegible], but finally concluded to wait for
daylight. We came on board, and, after looking around
a little, and (James) examining everything that did
[illegible], and begging all they could, they went on shore
taking one of their number, as a guard, to see that
nothing was smuggled on shore. That is always
the custom in Portuguese countries. Some of us,
[illegible] the waist boat, and the cutting, mend
mate, and part of a boat's crew went ashore, and
stayed until dark. They brought off several
water melons. They are quite small, but do not
cost much, six for quarter of a dollar. It is not a
very large town here, a few small, one story.
After dark, a small schooner, from Fal., came in
and anchored astern of us.

Nov. 25th

We have been unshipped today, in taking in ballast
and setting our bowsprit. The ballast was brought
alongside in a "lighter" (large boat) and thrown on
deck, we then stowed it down in the hold, we took off
aboard three lighters load of stone. Our bed was not
half dried, when we left home, and it is now almost
spoiled, and smells a "mile a minute". I have not
[illegible] it for a long time, today we got several bags of salt
from [illegible], and salted it all over again, we got the
bed, everything stowed above, at dark. We have not
ashore, this morning, for the wind, we had a chance to

ran around a little, and see the place. it is a
dreary looking place, a number of half decayed
huts, made of small sticks, stuck together with mud,
and a crowd of half wild people, some of them of
either sex, half clothed! we walked around a little
while, bought a few water and musk melons, and
then came on board, bringing with us three of the darkies
who want to go with us, two of them are boys, and one
could be about 40 years old, he appears like a big
kind of a customer, but the boys are quite smart.

November 26th.

Another lighter load of ballast came off for us this
morning, after that, the captain got another darkie
to go with us, (a middle aged man) the captain then
took a barrel of beef ashore, to pay for our ballast
and salt, but the Custom House officers would not
let him land it, without paying about 40c. duty,
and as the man it was for, would not do that, the
beef was sent back, and the man went without
his pay. These Portuguese islands, are about as hard
places to live in, as any where I ever saw, I guess
the Arabs I have seen on the coast of Africa, fare
a little harder, They work hard here, all day, for
10, or 12 cents, get work that men used to get from 40
to 50 cts. an hour for, at home, (such work as shovelling and
shoveling coal, and salt, and carrying stones &c) and then
they can not even go from one island to another
without paying the government for a passport, and
make them cheerfully, this is the first time I ever
saw men allowed to ship on board a vessel with
the knowledge of the government officers, they generally
have to run away in the night. I do not wonder the
people want to get away from such a country. This
stuff we have got, I say they never had such good
food before, as they have had on board here. (bread, and
mostly beef). A whaling schooner passed today, steering S.

November 27th.

We got under weigh this forenoon, and went down,
nearly to where we were anchored the other day, and
hoisted over again opposite some piles of boat
wood, on the beach, which I suppose we are going to
take off, to pen wood, the captain, and second mate then
went ashore, and went up to the village, two or

Very cold & distant, as soon as the boat came off again, we sent the foreleftmost gun, and at sight thus had all the topmast rigging, bought, & finished off the mast looks considerable better, with the lightness of

Monday 25th.

Today we have been employed in getting off and fastening in our boats. It will take a week, as there is considerable surge on the beach, and we dare not venture the boat just in the mouth of it, and then prime the mast into it as we can. Again always a few extra hands were wanted, so we had to haul the boat off a little, and the block in, open, slope it and a little smoothness, we got of about three fourths of what we intended to take, and left the rest until monday. it is very small wood, and twisted up in all kinds of shapes, but it is better than Nothing to find growing in this country, we also got a number of water-mulberry and tamarind trees.

Sunday November 27th.

This morning, several of us took the boat, and went into the town, where we saw many people, sitting on the sand, and found that there were about 200 men, women, and children, with a quantity of neighbours, we took all they had, but went to land again, in the afternoon, as nobody else wanted to take the boat to go so far. the captain and second mate, went on shore again, and went up to the town, to present Pedro, and have one yesterday forenoon, and said they had been very well treated by the people, entitled to free pass up. they were invited into almost every house, and offered the best they had to eat, (and that was generally melons), and they were furnished each with a beautiful sleeping-place. their dress are not of much account, every man has to be his own carpenter, (or maker), and the ingenuity comes out, natural enough, in the shape of rough stems.

Monday 30th.

Sailed morning the eighteenth early, at

[illegible] of the wood, and half of it was
in my bed. and then, put it on again
and brought the head of it down, so I was
[illegible], and a very fine man. I traded
with some Spaniards, blue name off, for butter, a
[illegible] cheese came off, for turkies, with
[illegible] goats milk, and a lot of cheese many
[illegible] milk, & all, we bought about all they
had. I got had a few dollars, but the Span-
iards finding they wanted for those, saw tobacco, and
we had hard, & had the pleasure of seeing others
[illegible] off with dollars. I drank so much
goats milk, and ate so many watermelons,
that I was sick. I did not even have seen
[illegible] suffer, (and several others were in the
same predicament.) about four O'clock P.M.
the Custom House officers went ashore for good
and we went 't came off again. They bought
two more from ashore to go with us, and
[illegible] left a family behind. The man does not
know how to have made on life enough, to hardly
know where he is going; we hoisted the boat up,
and are waiting for tomorrow morning to start
for St. Nicholas, to see if we can fill up our
[illegible] of men, we got six here, (more than
wanted), and want five more. I do not think
we shall get the men so easily as we did those, all
[illegible] were fishermen. and so are good sailors.

Tuesday December 1st 1868.

This morning we got under weigh early, and made it
out, and steered N. W. for St Nicholas where
we arrived, and anchored at the port, at about
3½ O'clock. P.M. It is not an extra good looking
town. There are but a few houses, and an old fort,
the main town Half is about five miles back.
After supper, we covered the waist boat, and went
ashore, and stayed untill dark, when we came off
again. hardly saw enough to repay for going
ashore, it is a miserable place.

December 2nd

We went ashore, this forenoon, with a barrel
of oil, to trade for fruit, and got an [illegible] pen
half full of oranges, and a quart of little sour [illegible],

[illegible] bunches of bananas, [illegible]
[illegible] pins, we have [illegible]
[illegible] have taken off [illegible] instead. [illegible]
[illegible] will on board now. [illegible]
[illegible] these islands, I [illegible]
[illegible], this afternoon when [illegible]
[illegible] it will not amount to much.
[illegible], and second mate, [illegible]
[illegible]

This evening about 6½ O'clock, [illegible]
commenced to drag anchor, and [illegible]
quite a distance, and we had to [illegible]
anchor, and lay out all the chain, [illegible]
[illegible] on it therefore, there [illegible]
[illegible] just warning of me, where would [illegible]
another. [illegible] are laying in 20 fathoms [illegible]
now, but we do not drag any more. Shortly after [illegible]
[illegible] Sperm whale, [illegible] that came [illegible]
[illegible] right, from St. Vincent, with the [illegible]
[illegible] two whalers, there, [illegible] the big [illegible]
Castle, was here last week, [illegible]
[illegible], to remain in the vicin[illegible] of the [illegible]

Dec. 3rd.

We have been busy today, getting our [illegible]
[illegible], and also a half dozen [illegible]. They are
a pretty [illegible] looking set, I [illegible] most all have [illegible]
[illegible] on our, we have got [illegible] on board
now, and [illegible] got around [illegible]
some work, the [illegible] is delightful (?) [illegible]
[illegible] as we wanted, [illegible]
[illegible] to ship. But we have [illegible]
[illegible] for a brand new [illegible] break them in, [illegible]
[illegible] they can understand what [illegible]
[illegible] you mean [illegible]
[illegible] regular [illegible] Dean [illegible]
[illegible] to shore, in [illegible], where we
are waiting for quiet, and [illegible] a [illegible]
[illegible] to Castle, but, as [illegible] [illegible]
[illegible] missed and [illegible] [illegible]
[illegible] back, I came to. I thought it [illegible]
[illegible] water, and came back [illegible]
[illegible], for [illegible] first to [illegible]
[illegible] appearance [illegible]

[illegible] you
[illegible] Mr. [illegible] come
[illegible] Mr. [illegible] got a lot of paint
[illegible] most of the paint
[illegible] Mr. [illegible] painting [illegible]
[illegible] other [illegible]

Dec 4th

Came [illegible] morning [illegible] leaving [illegible]
[illegible] we got there [illegible] without [illegible]
[illegible] and then at all sail for St Vincent,
we had a very easy night [illegible] good breeze.
[illegible] of Mr. [illegible] the northern
[illegible] St Vincent, when we got becalmed,
and had to lie all the rest of the day, while
we saw the boats [illegible] from [illegible]
[illegible] all those boats
[illegible] selling, we have got quite a fleet
[illegible] in every boat, but some of them do
[illegible] anything, about handling [illegible]
[illegible] they will do very well after they get
"[illegible]". In the afternoon, we saw a school
of fish, and lowered the longboat and
[illegible] for them, but they were so shy that
we did not get shot, though I started at one
[illegible] but he was too far off. Soon after
[illegible] some kind of a whale spout several
times, but we could not make out what kind
it was. A little before sunset, we got the
land again, and were soon over the leeward
of Bequia, Prog. and St Lucia, and heading
for St Vincent. These islands all look like
old friends to me, and reminded me of old times.

Dec 5th

Anchored at the town in St Vincent, at about
two o'clock this morning; there is quite a squadron
[illegible] lying here, but no Admiral yet. Soon after
sunrise the Custom house boat came off, and
after the usual argument of questions were asked
and answered, they put an officer on board (he so
[illegible] we smuggle nothing), and then told us we could
[illegible] ashore. Soon after [illegible] came
[illegible] off from shore, and we heard that

Sailed up the Pottery, we stopped and found that it was the Wm. Harris from Portland, Maine, and that nine of his men had come on shore and were coming with it, and that Mr Hastings, and others went ashore, and recovered the boat in a pretty good condition, but the men escaped. Drove quietly thro' the Mosquito. In the evening Hopkins and myself went ashore and "explored" the settlement, we both of us felt as if we were in Portugal. It seems so, they do not understand a word that is said to us in English, it seems almost, as things when they think we cannot understand them, and they evidently intend to remain so, (generally they are quite obliging), we came Hastings at 8 o'clock. Out of bay we encountered a ~~Monday Dec 6th~~ today being all

Sunday Dec 6th

Very pleasant weather today, most all of the crew went ashore during the day, and at night, as some of them were on board to come on board, we had to go and hunt them up, we managed to find them all, and get them aboard safe, but, go some of them were a little "off duty", we had a little trouble in getting them with it, but we finally succeeded and got them on board in safety. And the crew all turn in.

Dec 7th.

This morning commenced with a moderate breeze which increased, during the forenoon, to a little blowing breeze. At noon we got up sail, and soon after the cutter hoisted out some fresh water, and took the officer on board, we then got under weigh, and, with a fresh breeze at we could carry forward, steered out, and over towards Mt Hope, when we got up opposite, and half of between the two islands, it looked as if the windlass of Mt Vincent, heading Bay E. with Mt. A. [illegible] [illegible] Mt Vincent [illegible] [illegible] [illegible] [illegible] [illegible]

Dec. 8th

We have had very pleasant weather, and a light breeze, all day. Last night we tacked several times, and this morning were quite a way to the windward of St. Vincent. At about 8 o'clock, we raised something to the windward resembling a small "white water" we beat up towards it, as well as we could, with the light wind we had. At about 10 o'clock, it disappeared, we [illegible] to the windward, during the afternoon. There has been a brig, a schooner and a steamer in sight today. I passed a very uncomfortable night, last night. I ate a piece of cheese yesterday afternoon, and it made me sick nearly all night, and part of the day, I was in great pain. Today I have [illegible] very well, and haven't hardly eaten anything, and my stomach is very weak. I shall know how to treat their strong goats cheese after this. We commenced squaring the ratlines of the main rigging this afternoon. At sunset, we took in all sail but the foresail and jib, we are now almost past St. Antonio, heading to the northward.

Dec. 9th

We have been in sight of St. Antonio all day most of the day we have been heading to the northward. We tacked in the afternoon, and are heading on the port tack now, we set all sail in the morning, and shortened sail again at night. There has been a great number of porpoises in sight today, all going to the windward very fast. When we were [illegible] for this morning, the mate and shipkeeper had some trouble. I was at masthead at the time, and heard some hard words, [illegible], and saw the mate pounding the shipkeeper around rather roughly. shipkeeper has just got well enough to go on duty, the mate showed his ugliness, and courage, in using a sick man as he did, [illegible] wide berth, I have got heartily tired of this [illegible] and fighting

Dist of Kilimane. Not seen a
depth are with this Indian. It is
not generally meet bottles a least meet
walls, tide it must appear lower as
but the deep at Kilimane prompt
upon with, but I think this with it
worst specimen I ever drilled with. he seems
to be about the magnitude of an infinitely
small particle of "rubbage" but we have the
consolation of knowing that this is not
ours (though it may be for life).

Dec. 10th.

Pleasant weather again today, with a little
more wind than we had yesterday. we have
been closing to the eastward all day. Mt
Hysteria is still in sight on our starboard
Today we have made a little change among
ourselves in the stage. James Weeks, who was
shipkeeper, is to go in the captain's boat, as
boatswain, and one of the men forward that
came out from home with us, by name of
Geo. Murray, is to be shipkeeper.
Three lighthouses are visible in sight today.
We are having the agreeable occupation of adding
our new crew the names of the sails and
ropes, it is laughable to hear the mixed sense
of them some trying to speak English words,
one poor fellow has been seasick ever since we
have been out, and will hardly have
nothing since leaving Mt Vincent, and the
night I almost had to force him to eat a small
piece of bread, he is one of my boat's crew, and is
in prayers.

Dec 12th.

There has been quite a stir among the sailors
today. There was a school of Guinea pigs
in sight, the men were going to the bowsprit
just and passed quite a time "heave overboard"
We measured the capstan and made most
little "secret" about something in our boat
that not yet the captain. We hit

Monday, Dec 4th.

Tuesday, Dec 5th.

[illegible]

[illegible]

[illegible]

[illegible]

Thursday Dec 17th

We have run because while [illegible] St Vincent, ever since last [illegible] first got a breeze since dark. [illegible] we can only conjecture [illegible] are laying over so that our lee [illegible] under water. We saw a [illegible] fish after sunset, but it was too [illegible] of them had enough for one [illegible] camp fire.

Friday Dec 18th

This morning at about two o'clock we dropped anchor at the town of St Vincent, and lie beside the Oahu House loading [illegible] this is the second time we [illegible] not leave any guard on board, we [illegible] quite a distance to the leeward of all the other vessels. There is a Russian [illegible] here, [illegible] Capt Higgins, came in [illegible] about Noon, seven days [illegible] was taken 35 bbls of Sperm, [illegible]

Saturday Oct. 17th 1868

[illegible]

Sabbath Oct. 18th

[illegible]

Monday Oct. 20th

[illegible]

Monday Oct. 27th

[illegible]

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With this pipe away this [illegible], the [illegible] in a case of the [illegible], [illegible] and [illegible] said [illegible] to get to [illegible] had [illegible], [illegible] and that [illegible]

Tuesday Dec. 22nd

This morning the Mail boat came in bringing me long expected letters, and I was fortunate enough (to get four, (two more than I hardly did expect), which made quite a bright spot in this monotonous voyage. I have [illegible] now, for the [illegible]. As soon as we had time to [illegible] after [illegible] the [illegible] letters, we got [illegible], and cleared out, [illegible] the passage [illegible] the wind, with mainsail [illegible], and [illegible] after we got a few miles to the leeward of the islands we saw a square rigged vessel, on our larboard bow, heading towards us, we did not know but it might be our old friend of last week, [illegible] so we wore around an steered for him, [illegible] after, as the wind increased some we took in the mainsail, and still kept on towards him, but when we got near enough to make her out, we saw it was a brig, so we wore around again and are now steering ~~about~~ N.W. by N. ½ N. We have made some changes in the watches today, the second mate Mr Martin is to take the larboard boat, in the place of Mr Joseph, and is also to head the larboard watch. [illegible] Smith take the starboard watch but still retain my place as boatsteerer of the larboard boat, while Antonio is going to lower with the captain, in the starboard boat and he take my place in the larboard watch, it is a complicated kind of a change, and a little out of the usual order of things, but I guess all will come out right. [illegible] has taken his place as [illegible] again, [illegible] so we are now able to lower but three boats.

[illegible] craft so in the
[illegible] will be a "[illegible]
[illegible] at Barbadoes
[illegible]

Wednesday Dec. 23d.

Wind and weather today just the reverse of
yesterday, and set it again this morning, and
left it in again, and we made quite
[illegible] have been quite
[illegible] nothing in
[illegible] flying fish, after
[illegible]

Mr Martin is not very well
[illegible] with a pain in his side
[illegible] in St Thomas.

Thursday Dec 24th.

There has been quite a strong breeze today, we
did not set the mainsail this morning but
have been under foresail and jib all day,
there has not been much going on today.
Saw a school of porpoises in the afternoon
they were going to the windward quite fast.
Mr Martin does not seem to be much better
today. he has not been able to be about much.
We were steering West, all last night, and to-
day this forenoon, at noon we hauled up a
point more, and at night we took in the
jib, and hove to. there was flying fish
enough flew on board last night. to give us
quite a mess for breakfast, Lat. 15.. 42 Lon. 32.. 13

Friday Dec. 25th.

Strong breze, and a very rough sea, today early in the morning we wore around, and set the jib and trisail, and steered S.S.E. For the afternoon we set the flying jib, took it in again at sunset. There has been more water flying over today, than I have seen before, in one day this voyage; nearly everybody has had a little of it. I have wet two suits of clothes, we are running with the wind about a beam, and we have been going along quite fast, the water has a good chance to come over, and it has been coming about all the time, steady. Our Christmas has not been a very merry one. It passed the same as other days. I have been busy part of the day mending some of my old clothes. I have had considerable of that to do lately, and now it would be difficult to tell the original material of some of my clothes. we do not mind how many patches we have on them, so long as they are kept whole, and clean, and we have plenty of opportunity to do both.

Saturday, Dec 26th.

The weather still continues very rough and windy, in the afternoon we unshackled the chains from the anchors, and put them down below, we have been steering S.S.E. all day, we did not take in the flying jib tonight, but are still carrying it, there has been nothing in sight today.

Sunday Dec 27th.

Today the weather still continues rough, and the water still keeps flying over, almost all the time. Last evening, we hauled off a half point from the course we had been steering, and have steered S.S.E. ½ E. all day, with trisail, foresail and two jibs set. there was a vessel passed us during the night, bound to the northward.

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and this morning, a school of porpoises came under the bow, but it was too rough for anybody to go out there to try to strike one. We have not been doing much in particular today, except reading our letters from home over again. Mr. Martin does not seem to grow any better, without sign for being quite a small gang, aft, for catching whales. It is a hard place, on board ship, for a person to be sick, there can be hardly any care taken of them, and they are gradually left to get better or worse as it happens to be their good or bad fortune.

Monday Dec. 28th.

This morning, the weather commenced to moderate a little, though there is still considerable sea, yet it is a little more comfortable than it had been, the last few days. About half past one, this afternoon, shipped two raids, a school of blackfish quite near, and we lowered the two boats (Starboard and Larboard) for them. It was very rough, lowering them, thought once or twice, that our boat would get flooded or capsized, alongside, while waiting for some of the chunky darkies to get in first, for we lowered off, but we finally got clear from the vessel, and started after the blackfish, when we thought we had gone about far enough, we "hove to", and let the blackfish come up, between the two boats, and heading for us, we started, and tried to pull in ahead of them, but they saw the boat, and gave chase a mile north, so we could not get within darting distance of them, we chased them two or three "risings" but found we could not do anything with them, but frighten them, so we gave up the chase, and went on board, one of my boat's crew broke his oar, so, after we got on board I had to get a new one out, to replace it. Our crew, are about all as green as pumpkins yet, we had hard work to make them do

anything right in the boat, one or two shakes would help a great deal towards breaking them in. Lat. 8..42 Lon. 26..40

Tuesday Dec. 29th.

We have had today a continuation of yesterday's weather. This morning, as we went to set the flying jib, the sheet got away, and the sail flapped so that it parted the sheet, and tore the sail a little at the clew, so we hauled it down again, and furled it, and put the sheet in order. In the afternoon we raised a whaling schooner to the leeward, with trisail, fore sail and jib set; after four o'clock we kept off, and ran down to her. It proved to be the G.W. Lewis of Provincetown. Capt Stead, as we well guessing across her stern, to our surprise, and no great joy, we saw the heads of our mate and son, sticking up over their sitter boat, and grinning at us, with his destroyers wide open. We immediately luffed to the wind, hauled down our jib, and lowered the moist boat, and went after them. It appears that our old friend (the Portuguese bark) in attempting to come round that night, carried away his steering apparatus again, and before they could fit another they drifted so far to the leeward, that they could not get back again, so they squared off for Pernambuco. He got a new rudder, and in passing across this place, fell in with the G.W. Lewis, and as they changed pratees, and went on board of her. And of course we were just unfortunate enough to fall in with them. The first thing, we knew all of us in hopes we had seen the last of them, for this cruise and were enjoying ourselves first rate, not a growl with anybody, the last two weeks, but now I guess we shall have the old scene over again. The Lewis sailed from home shortly after we did, and has taken but 12 bbls of sperm

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got about twenty big bbls of black oil, the first bbls sold. Bason & Smith in the bunting shop are well pleased with her, and have a chance to see my brother. We have been steering about S.E. by S. today.

Wednesday Dec. 30th

We have had quite moderate weather today, altho' we have been heading S.E. on the wind. After breakfast, we went to the flying jib and set it in, and have been at work all day, mending it. It was large, and chafed considerable about the clew, so we had considerable sewing to get it in. Sighted a vessel in sight to the windward, this forenoon, standing on the other tack. We did not pass very near them. Have been doing several little jobs among ourselves yesterday and today. Lat. 6°.30'.N. Lon. 24°.45'.W. We are in what is called the "Cocoanut Grounds" now.

Our rigging is covered with a fine reddish dust that seems to blow from the coast of Africa. Though we are a long way from there, it is most always so in these parts. Lat. 6.30 Lon. 24.40

Thursday Dec. 31st

Moderate breeze today, with considerable swell; we hoisted, bending the flying jib, and bent it at about half past two P.M. This forenoon, at 10 o'clock, we raised a schooner to the windward of us, with trail foresail, and two jibs set. After we set our flying jib, we commenced to draw off to lee, and at four o'clock she was so far off we could hardly see her. We and the two jibs off, we hauled down our jibs, and she came down and spoke us. It was the Ora. Capt. R. Remington, of Provincetown. Capt. Remington has been about 19 months from home and have taken 470 bbls of sperm oil. They have seen nothing here lately. We "gammed" for all dark. Sent on board of her with tomatoes, and found an old acquaintance there. This afternoon we killed the black pig we got

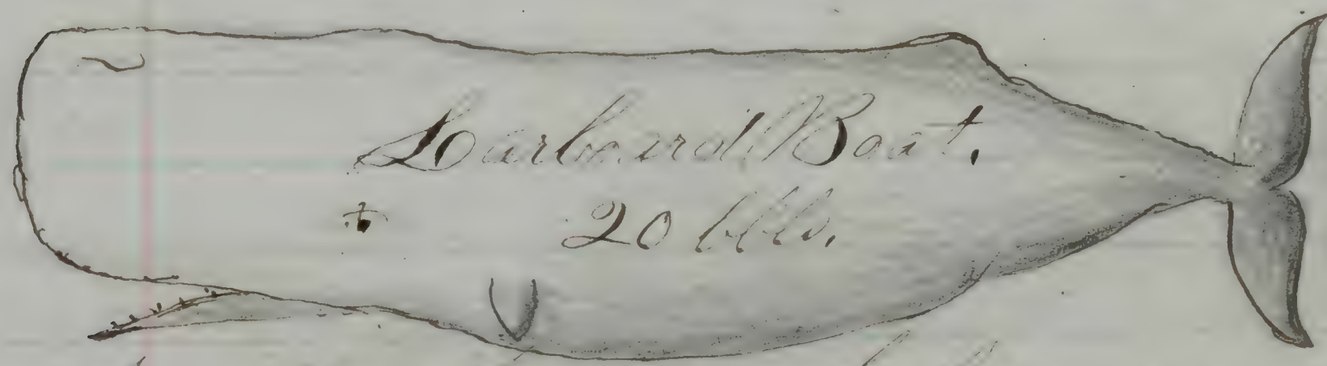
at Bermuda, and passing north of Bermuda and Abaco. (Cyclones, we find, by our reading, come from Christmas, and show bad weather to April, and sometimes as late as May.) Spoke ship Baltimore, and reading E.E.E. all day, and playing Jack, and at studying Latin. Saw some two sperm whales, we got close, but for [illegible]

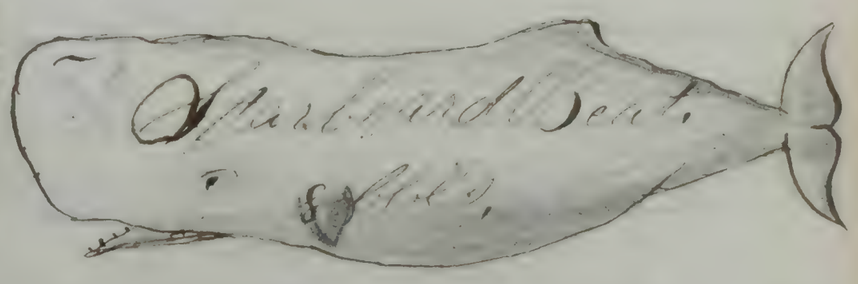
Friday January 1st 1869

The weather has been quite pleasant today, though some cloudy. The sea has been considerable, the Cyn. Ship has been in sight, to the leeward, all day, and at sundown, was nearly out of sight. We have been, ever since the first tack all day, reading E.E.E. at sea, got some wood and yellow birds in the morning, and killed a gull. The pumpkin seed drove overboard, and we lowered out the porcupine, today, with three cheers. Tackified some of the dynamite, to see what they thought was stuck fast. Turn water is a little scrubbing, it looks little dirty down there now, though it still smells of the spermaceti. We are looking land every day now, but we get, have nothing but sighting still. Our ship sailed quite good today, we killed four-island the whole of them. Lat. 6.04. Lon. 23.31

Wednesday Jan. 2nd.

This afternoon at about 1 O'clock, we lowered





Small sperm whales, we went from quarter-deck, quite near one, and by the time we could get our boats down, for we were right among them, we got our boat alongside first, and were pulling for two or three whales that were off a little leeward of us. Mine

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and he put me at the windward oar, and gently pulled, coming towards us. we layed the boat around for him, and he got quite near him, but he did not capsize us. and turned to swim against the boat. I darted my lance prongs at him, but he was stiffer than he looked for, and the first iron did not reach him, but the second one hit him somewhere, and bent it considerable but it did not hold. the whale then rolled up right under the head of the boat, and if it had had an offer again, I could have struck him easily but before I could haul them in, he was gone. we then waited a few minutes and finally saw several whales come up, to the leeward heading towards us, we immediately pulled down, and took their head and tailed, and I got my first iron into one solid. he started and after he had taken out about thirty or forty fathoms of line, we found we were loose again. upon hauling up the line to see what was the matter, we found the line had been bitten off by some of the other whales, so we lost my two irons. they soon after came up a short distance to the leeward, but before we could get to them they had all gone down. they came up again soon after but we could not get fast, and soon they all started to windward. we chased them an hour or two, but they were going too fast, so we gave it up, and went onboard again. About 7 O'clock we saw them again, going to the leeward, about two points on our weather bow, we lowered the two larboard boats, and pulled up to the windward, on one side of them, so as to have a fair wind, to go on with, but before we got very far, we saw the signal hoisted on board the vessel, for the whale, and soon after they signalled that the whales were ahead of the vessel, so we hoisted

gulphalt, and Mercy had selection, and before dinner, saw another school of fish, a hundred of them. (There were two schools, not very far apart). We soon found ourselves, again, and, for a time, it looked as if we should have to leave the ship, at the same time, from fresh provisions from the people, and I put the galley up for quite a long time, and he appeared incredibly, and did everything, stuck a small oil, we then found the other, a short, and other went first, and the others had all "brought to" around the last one, some heading all away, and some another, but we did not know what to do, but soon they commenced going around in a circle, we finding after them, as hard as we could, after a while, one of the larger of the cannon, on the starboard side of the boat, and, thinking I might possibly reach them, I ran on so, but, as I had to turn half way around, to start it, it did not go as far as it would, had the whale been on the other side of the boat, a school, and so the iron fell short. Soon after I had another chance, and, if I had waited half a moment, could have got both irons in, but as it was, the first iron did not go in, but the second one, but held, and then went down, and took out nearly a full of line, when he came up again, we got the first one clear, and he slipped, and, I'll be, caught it, and, then, it did not come up, to kill him, but it was after dark, when we got again alongside, after everything was fast, I went off to see if the other boats were in sight, and saw, two lights, to the windward of us, so we lowered our boat, going, and went up to them, when we got there we found they had but one whale, the second mate had not been able to get fast, so they had but the small one of the captains, we got him alongside at about 1 O'clock, made everything fast, and turned in.

Lat. 5°.37' N. Lon. 22°.44' W.

Sunday Jan. 3rd. 1869.

We got the cutting gear all off early this morning and, of course, had both whales cut in, and the gear all set down again. It was very from "overboard" today, did not have a very good time of it, and had an accidental tumble into the water, I was the after getting stage. Trying to save a safe thrown a hook in the whale's fin, staying for a little for fun, and I was sitting heavily on the same thing, over I went, finding myself in the water. I thought I would finish my job, so I stay'd there, untill I got the ice cove, and after I got in, there were two or three large sharks came around just where I was very, had they come a little sooner, they might have taken me for a piece of whale skin, though they seldom eat anything that is moving in the water. In the afternoon we started the figures, the blubber is quite fat, and goodlooking. Lat. 5.32. Lon. 23.06

Monday Jan 4th

Light breze today, though we still have the lines every well we have had for several days. We finished trying out about 5 O'clock this afternoon, that the same lines, the rolling big Porpoises of Africa left bites, after we saw them otherwise in sight today, left merchantmen.

Tuesday Jan 5th Lat. 5.31. Lon 23.00

We had considerable rain during the night, and caught a Porpoise, within the afternoon, there was about 25 bbls. I improved the rain water by the foremast, and Straight and good day's work and lines and lance. I have three new lines of good hemp line in the Hold and another in Broken. Lat. 5.28. Lon. 22.15

Wednesday Jan. 6th

Raining quite hard this morning, with light breze through the day, at 1 P.M. the heading about W.N.W. with all sail set, there is a large number of Albicores, and skipjacks around the vessel, we caught several

1869.

In the morning, and after breakfast, I thought I would try my luck at it, so went out on the end of the spitkan, but they did not bite very lively. I only caught two, all we use for bait, in a space of white rag, which we tie on the hook, and skip it across the top of the water, which seems to attract (if they think at all). Then it is very pretty. So they call this to me a sick morning. I first and go after, we might to have got about half got caught therefore. I found a man in this offence, and put it ready to put on the fire.

Lat. 5.. 21. Lon 22.. 54

Thursday Jan. 7th

We had some rain last night and this morning, and a little in the afternoon, heavily day moist today. In the forenoon I set an iron pole, a straight hard line fire, and fitted it into the pole ready yesterday, and for the latter part of the afternoon, passed another pole iron. We have spent at present, we caught a dead cow albacore, and put it ready to put on the pole.

Lat. 5.. 36 Lon. 23.. 15

Friday Jan 8th

Moderate breeze, and quite smooth sea, today the weather has been very thick and unsettled, and today it has been more so than usual. During the forenoon, the wind was strong but we saw a whale (the cowardly "wrecking fluke") so we kept off, and had all sands aloft on this account. But, though we saw several spouts, we saw nothing. We set the mainsail at noon, and steered to the northward and westward, where we should sail again. Some fitted another iron pole today, and done small off a little

fish in the boat, have plenty enough to eat all
We catch about enough daily, the Rock cod is
plenty, but, Sharks & false albacore
are very, they are off Near the Mangrove
Cay but they have left, we have been with
it today, expect we shall see more albacore
again if we had good clear weather, so that we
could see any distance, since we nearly in the
place where we saw them last. We have
a large quantity of unsaleable fish
on deck, they spoil in the water in the hold,
and we have to remove them out of the
cabin once in a while, and they keep us
pretty well employed, part of the time
washing, and as their scales, flavour fish
not in the best weather, but we have got so
used to them now, that they seem like old
acquaintances, and we generally give them
kindly to people of necessities, when they
come day, with our dight and meal Lat. 5.. 05' Lon. 22.. 40

Saturday Jan. 1st

Very pleasant weather, Wdy and a little cheaper
than it was yesterday, I have been at work
on my boat part of the day, I have got her
all "fixed" now, and everything in order,
I've had a school of porpoise in sight this
afternoon, but we did not succeed in them,
Last night, one of the darkies was caught
stealing food out of the after hold, we have
only about a barrel on board, and that is to
carry us to port, so we put in cable we get gone
all day after cabbages, the steward had found
the shell fish on several occasions lately and
considered it good, and last night at the thief
was caught, with the pockets full, so, the
Mate gave him the cat, the cat had also tied
up in the rigging, this morning, and after being
three couples of hours, he let him down, first
handcuffs on him, and obliged to work
scrubbing the deck, on his knees, for the re-
mainder of the day, with nothing to eat
until 4 p.m. to time. Lat. 5. 12, Lon 22.. 42.

Sunday Jan 10th.

Pleasant weather, with a moderate breeze, northerly; had the flying jib set, and we been steering N.N.E. Served out rations and then changed, and served out the grog. Served out a cask of beef, for the morrow. A large albatross was hooked, and after some trouble, with the aid of gaffs, the mate came very near falling overboard during the operation). We managed to get him on deck. He was as large as a fair pride, and must have weighed at least 60 lbs. It was the largest one I ever saw on deck. We cut him up and salted him. A merchant brig was in sight during the afternoon, steering to the southward. Lat. 5.13. Lon. 23.41.

Monday Jan 11th.

[illegible] S.W. [illegible] Lat. 5.12. Lon. 23.17

Tuesday Jan 12th.

Stuck, another worthless gain to day, with a moderate breeze N.E. We had two lines drawing the day, but have [illegible] [illegible] and caught the "three claws" from one hook, but the rope were joined for a moment, & shown that but it proved to be nothing but a "jirack" caught several albacores and skip jacks (a bonita). We met then from, now & trade for fruit &c, in the Mad Sandie. Lat. 5.40. N. Lon. 22.58. W.

Wednesday Jan 13th.

Commenced pleasant, with a moderate breeze N.E. We saw a sail at daylight, and we had [illegible] at 8 O'clock, A.M. but did not come [illegible] about 9½ O'clock, we passed another schooner to windward. They were quite near us, and we lowered the two lifeboats. (the captain did not say well, and he did not come) and chased them all the forenoon, but they were so very quick that we could not get near them, and lighted to come on board without getting lost. Broke

very fagged in the morning and this afternoon
did not feel like work another. Our boats crew
got as well as could be expected, but that is no
big talk. We caught of them all that is about
as good as a bag of sand. Mr Joseph
hit his pretty hard knock in the face today,
for nothing so to speak, Lat. 5.45. Lon. 23.05.

Wednesday Jan. 14th.

Pleasant weather today, with quite a gentle breeze,
we made sail as usual, in the morning,
and were steering to the northward
part of the day, and part to the eastward.
Made a visit for the sharing-one of prey
that (who old who was when bit.) we got out
a new 20 fathom swordfish-harpoon. There
has been nothing in sight today, caught
some fish; in the afternoon I took charge
my watch, and went over the bow to try to
strike one of the large albicore, but I substituted
access the bulling again, Lat. 5.47. Lon. 23.08

Friday Jan. 15th.

Today has been the clearest day we have had
since we got the trades, we have had a good
breeze all day, during the forenoon, we were
on the starboard tack, heading to the northward
and at noon we tacked, and steered to the
E.S.E. until eight. There has been nothing seen
but a few of "squid" (a species of cuttle fish
that plays in the bow). There has been heavy
blue jaffs around us nearly all day.
I have been at work today, cutting up ivory,
and working it up. Lat. 6.15. Lon. 22.45

Saturday Jan. 16th.

Pleasant weather again today, with a good breeze,
we stood to the northward, on the wind, all the
forenoon, at noon we left off and steered S.W.
all the afternoon. We caught quite a number
of fish today, struck several with the gaining.
I had quite good luck striking them today,
better than I had trying to catch them with the
hook, we had twenty-five in all, three and
fourtail. Lat. 6.38. Lon. 23.08

Sunday Jan. 17th

This morning we set the fit, and took a little sail and kept off and stood W.N.W. all day, we had very quite pleasant weather, a light airy breeze on deck at noon, and afterwards a good breeze, some of the sails are slightly mildewed and covered with shine, the crew have been busy today, cleaning the ship the least I see yet. The forecastle floor and any quantity of their stuff was soaked of salt that had run in from their boxes, by the operation, the ship made steam water all over with it, but they are a little cleaner now, it is the first time I have seen them and since they have been on board. At sunset we hauled to the wind again, got the head, and finished the gravil, there has been nothing in sight today. Lat. 5°.50 Lon. 23°.45

Monday Jan. 18th

Very pleasant weather this day, with moderate S.E. breeze, in the morning we set the main sail, and stood N. for an hour, then got a reef, to go S.W. as we stood in that direction could see land, but it was nothing more, might appear to N. We have changed our course again to W.N.W. and set the flying jib. Took in the fore sail but the jib, and stood to night. The children and half caste keep in the distance from the small party, and their number seems to have decreased considerably since Saturday, they probably got frightened at being chasted at so much. They are often driven off, altogether that way. Lat. 5°.20 Lon. 24°.13.

Tuesday Jan. 19th

Commenced pleasant, with a moderate breeze, at 10 O'clock I went to mast head, and saw a large white water on our lee bow, we kept off for it but the wind soon died away, and we did not get anything again until the latter part of the afternoon, and then we

at 4 P.M. Late in the afternoon, we saw a large ship to the leeward of us, steering to the northward, in the wind. On her port tack, showing single reefed topsails. Lat. 5.20 Lon. 24.05

Wednesday Jan 20th.

Weather has not been very clear today, yet there has been considerable swell. Shortly after noon, a large white water spout rolled and rolled like, but nothing more came of it. It must have been pumped up pretty well to roll like this. Lat. 5.28 Lon. 25.13

Saw a ship to the leeward of us in the afternoon, set the mainsail at noon.

Thursday Jan 21st.

Thick weather today. With a good breeze from W.S.W. we have been steering about W.N.W. for last two days. Did not set the mainsail today. In the forenoon I went out on the end of the flying jib-boom, to try and catch some fish. I stuck there quite a while, without any success but beyond bye. There came along a big bucko, and I got him hooked on long enough to slitter my hands with the line, when the hook tore out. Got some after I jerked another, and managed to get the line in, on deck, and then we got him on deck too, with the aid of two large gaffs, and three or four men. He was larger than the one we got the other day. He weighed over 100 lbs, after he was dressed. Saw another ship this afternoon, steering to the Southward. Lat. 6.00. Lon. 26.22.

Friday Jan 22nd.

Today passed with a strong breeze from N.E. and a heavy swell from the westward. We have been steering W.N.W. all day. About 9 o'clock A.M. a large waterspout was raised, on our weather bow, so we hauled down the trisail and set the mainsail, and hauled on the wind for a couple of hours, but saw nothing more. A vessel passed

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across our ~~weather~~ bow, stringing the seaweed; this forenoon, I tried fishing again, and succeeded in catching eleven. I lost my last jackknife overboard, in the afternoon. There had been quite a number of fish caught today. This afternoon, we put the sink at foremast head, but it nearly sunk it. Carried the chief of our fore mast tackle blocks, with canvas, today. Lat. 6.. 45.

Saturday, Jan. 23rd. Lon. 27.. 24

Commenced rough, with a strong breeze, but in the afternoon, it moderated considerable. Though the sea still remained rough, we did not make sail this morning, but have been stowing W. P. all day, under trisail, foresail, and jib. There was a large barque on our weather bow, this morning, steering to the northward, on the wind. We saw her lights, the latter part of the night. We have caught about a barrell of fish today, the largest quantity for one day. Taken yet; it makes three barrells we have got filled, and salted. They sell for in the West Indies, for fruit, better than any thing else. Lat. 8.. 25. Lon. 28.. 50

Sunday, Jan. 24th.

Quite pleasant weather today, with a good breeze. We have been stowing W. P. under short sail. There has been over a barrel of fish caught today, nothing in sight. Lat. 8. 56. Lon. 30.. 02.

Monday, Jan. 25th.

Commenced rough, with a good breeze, in the middle, and latter part of the day the wind and sea increased. We have had quite a good day lately. We packed our fish overboard today, and loaded them up in barrels, we have got five barrells full, and have used all our salt, so we shall not be able to take any more fish, except that the ship takes today.

Tuesday, Jan. 26th.

Clear, and pleasant weather today; in the forenoon, the fore topsail, and foresail had

Sign was put up" (transferred), and after dinner I went aft, and set up the fore topmast stunsl. Before the job was quite finished, a hale was sighted to the leeward, about a mile and a half off, so we turned up aft as soon as possible, got our lines into the boats, and towed the two captured vessels astern for the rascals. At three we got towed there, we found they were a school of porpoises. So we turned round, and came on, but soon after dusk, by the accidental of one of my black headed boats coming in, I gave a bearing to the windward of us where we towed our boats, and the result was they about ships on three tacks, and our flag hoisted, kept off and we soon lost them. Probably thinking we were dignitaries for them, but we did not wait for the two, so we left the boats towed. We kept steering W. by N. the course we have been steering all day. We got the engine started at noon, and got the sail also, took them in again. Every night previous to this we have been hauled to the wind, leaving about N. by W. but tonight we are steering our course, under foresail and fit.

Wednesday, Jan. 27th.

Pleasant weather, with a strong breeze. We set the mainsail about 10½ O'clock, have been steering N. by W. the last twenty four hours.

During the forenoon, a bark passed close under our bow, steering to the northward, with all sail set, another vessel was in sight to the Eastward, steering south, we saw the nothing else today. I got out a new pump lock, had cover fitted, and put it into the boat, in the forenoon, at the same time the boatswain and rigging were getting finished off.

Most of the fitting gear left aft, there

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are but few left, and they know be used
but we could catch them.

Thursday Jan. 28th.

Strong breeze, and clear weather today. we set the mainsail, and flying jib, at the morning, have been sailing W.S.W. all day, and last night. This afternoon a large school of porpoises came under the bows, and the cutwater struck one, but before we could haul in up, the iron came out, and we lost him, we seem to have bad luck with harpoons the voyage. have not caught one yet! Never had a thing at sea before, without putting overboard. Caught one small albicore this morning, and in the afternoon. struck a dry fish with the gaunge, and speared him, making two fish for today. they is not little enough to dry.
Shortened sail again tonight, as wind and sea now running under foresail, jibs, and jib. The second mate has been busy today making a rack, to put under the wheel, for the helmsman to stand on, and today he finished it. We have had quite smooth times lately, no gambling We, as there used to be, every thing has been quite still and quiet. the mate looks quite changed since he came on board. I guess that cradle in the barque did him good, and I hope, by the time he gets to Rio, he will get out again for a couple of weeks.

Friday, Jan. 29th.

Cloudy weather today, with a good breeze, we set the mainsail, and flying jib, at half past nine, in the forenoon, passed W.S.W. by W. but just, and with this wind. Saw our first of a school of porpoises in the forenoon. This afternoon we set up the main topmast stuns'l. We are now in what is called the "Twelve forty grounds." that is, lattitude 12°.00 N. and longitude 40°.00 W. shortened sail at sunset, and lay to on the starboard tack.

Saturday Jan. 30th. 1869.

Today we have had the pleasant weather with good wind. At the flying fish in the morning, and stood on the wind, on the starboard tack, until noon, when we wore round, and set the mainsail and jib to dry. At the afternoon, saw a porpoise & the usual kind. We also caught a flying fish in the morning. We have had a very strong current drifting us to the northward, on the whole. The night commenced very cloudy; and nearly calming. Lat. 12° 15' Long. 40° 04'.

Sunday Jan 31st. 1869.

Strong breeze, and quite a rough sea today. This morning I had the morning watch on deck, and, just at daybreak, we found pilling things in readiness to receive landing off blocks, as soon as all hands were called. Set the jib, stand on and off, and to pumping it out. Somewhat-ishly called all hands. Hauled down the jib, and hoisted the starboard boat in to pick up one with. Good fishing it up again. It was quite a job. Had a rough sea. And just as I got along side, what one of the chinamen (working in the) hold, let his oar overboard. So we had to stage off again, and pick that up. That little accident (caused by the shifting of a building) in early in the morning, set every body in

and finished, for the whole day, the decks were all washed off and put in place nicely. Mr. Morris regularly tired out sick, and things did not go exactly right, as he was not a practical cooper. The main work, in the midst, until 8 o'clock, partly in plenty fixed, and water the cistern up and the bulkheads a coming off, but we were disappointed at the time. Excepted that, this cooper does not come as fast as we could for cooper. In the afternoon, we carried the stuff off the deck of the forward hold of the boat with compass. A few sailors were seized on the fore rigging today. Gave a solitary porpoise in the afternoon. About 8½ O'clock A.M. we left off, and stood about S.S.W. all the rest of the day, at night we were around. Landed safe in jib, and hoisted up the starboard lack.

Sunday Feb. 2nd.

Rough and windy weather, with quite a sea, nothing in sight in the morning we left off, and stood S.S.W. all day, then to again at night. Set the flying jib on the spanker, and found that it was a little better, leaving room it and again, but to the left off, and a couple of the seas. Saw a few fish following our ship, but they will not bite at the hook.

Wednesday Feb. 3rd.

Cloudy, with a mild breeze. Towards the latter part of the day, at five and twenty, and the day ended off, the night was very pleasant. Set the flying jib in the morning, and during the afternoon, as the wind shifted, got rid and stood S.S.W. a day. We have got a few more fish in the rigging to-day. Today we saved the part of the jaw bone, that we saved from the second large whale we got. We cut up to make a

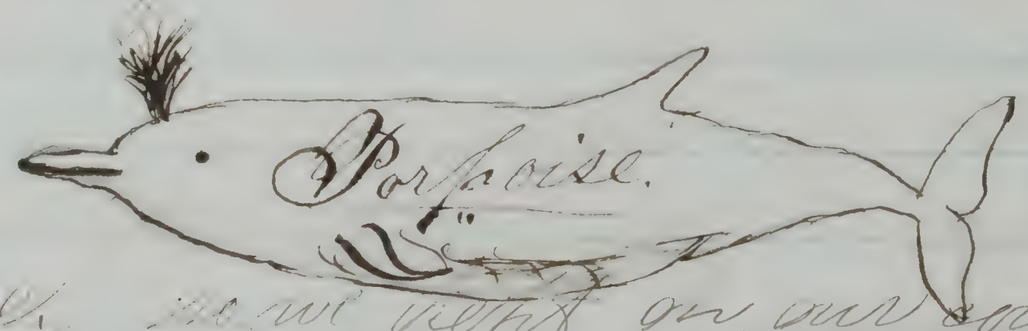
rattle, to use in the place of a bell at the wheel. Perfect the work up a little of it bye and bye. Mended small things. Lat. 13.00 Lon. 41.55.

Thursday Feb 4th

Set the mainsail, gaff & sail, and flying jib this morning, and have been steering S.W. all day. We have kept watch regularly during Calley's sickness. This morning he took just six in first watch and set this person at work scribbling decks with them. They make the deck quite white. (take off chips and all). but the man doesn't like to pay of being it very well. We analyzed his urine this afternoon, nothing in it that day. Lat. 12.15 Lon. 43.00

Friday Feb 5th

Commenced very cloudy, with a little rain but it soon cleared off, and the day continued pleasant. Early in the morning saw flying fishes, the lookout of us, and a little after 10 O'clock, a breach was raised on our lee beam, so we filled over, and steered in that direction for some time but saw



nothing more, so we kept on our course again. During the forenoon, a school of porpoises came under the bow, and we were fortunate enough to get one, though he was very poor, and sick; upon cleaning him, we found he had the liver complaint but that does not seem to make much difference in our eating him. We had the brains for dinner, and some steaks for supper. We steered S.S.W. all night, and this morning, set all sail, and steered S.W. by W. through the day. A large large ship passed astern. N. N. W. with all sail set,

1869.

Saturday Feb. 6th.

Strong breze, and rough sea. we steered S.E. by E. all last night. this morning at the usual call got up the trysail, and steered S.E. by E. all day. Saw two or three finbacks, and a large school of black fish came quite near the vessel. we got our irons all ready, with one of our whale lines fast on to it, to strike one should it come near enough. but they did not. this forenoon, we counted the boat's stavis, and hoops, and the outside of the boat. Steered sail upon lying.

Sunday Feb. 7th.

Pleasant weather, though quite rough. we steered S.E. by E. all day, under foresail and jib. bid hove to at night, and hoisted down the jib, and set the trysail. and are now laying on the starboard tack. There has been nothing in sight today, everything quiet. Lat. 6..57. Lon. 46..02.

Monday Feb. 8th.

This morning, set the jib, and steered E. untill noon, when we jibed over and steered S.S.W. untill dark, when we hauled down the jib again, and layed to on the port tack. The weather has been very pleasant through day, with a good breze. Have been making school board. this afternoon Lat 7..00 Lon 46..55

Tuesday. Feb. 9th.

Very pleasant weather, with a good breze from S.E. set the jib in the morning, and steered south untill noon, when we jibed the sail, and steered W. all the afternoon. Hauled down the jib at dark, and hove to on the starboard tack. Saw two schools of porpoises in the afternoon one school came under the bow and the second mated started at one. but did not strike. In the forenoon painted the galley, and booby hatch, and set up the main topmast backstays. in the afternoon, squared some of the battens on the fore topmast rigging. Lat 6..28. Lon 47..09

1869. Wednesday Feb. 10th. 1869.

Pleasant weather with a good breeze. At the jib and flying jib in the morning, and have been sailing N.W. by N. all day. We were busy painting all the forenoon, and in the afternoon we set up the boat, fore and aft rigging. At half past three we made the land, at 4 O'clock Wheeler on port the ship steer, Lat 7°.23'. Lon. 47°.55'. Took in the flying jib at midnight.

Thursday Feb. 11th.

This morning we set the flying jib, and kept off to N.N.E. by N. We had very pleasant weather all day, with quite a good N.E. breeze. We have been doing a little painting, and a little work in the rigging. Mending mattress &c. Hauled down the flying jib again tonight, and hauled on the wind. Lat. 8°.51'. Lon. 49°.09'.

Friday Feb. 12th.

The weather has been quite pleasant today, with a good breeze. We have been steering N.N.W. with trisail foresail and two jibs set. About 10 O'clock saw a barque on our lee bow, steering about N.N.W. she passed ahead of us and was in sight the rest of the day. We have been at work today on the fore and main topgallant rigging, and have also done a number of jobs about deck, painting, making scrub brooms, &c. &c. we did not heave to tonight. Lat. 10°.15'. Lon. 50°.45'.

Saturday Feb. 13th.

Commenced very cloudy, and squally, but soon clear off, and we had very pleasant weather most of the day. We steered ~~N.W. by~~ N.N.W. all but midnight, and today this morning we set the main sail and fore and main topsails. Scraped and slushed the masts today, and did a few jobs in the rigging. Saw a humpback whale, and two schools of porpoises. Some of them came under the bow

1869 but we did not get any. Lat. 11°.13' Lon. 52°.59'

Sunday, Feb. 14th

We have had very pleasant weather today with a good N.E. breeze, have been steering W.N.W. for the last twenty four hours, with a light heading the day in reading, writing, and a little sleeping. There has been nothing in sight, but flying-fish. We may see a great number of them every day, there is always plenty of them in these latitudes.

Monday Feb 15th.

Pleasant weather again today, we have had all sail set, steering to the westward. This afternoon, I was at work aloft, on the foremast, sitting on the board at the "crows nest" (lookout stand), and fanning on a mat; and, after using my jackknife, I took to stick it into a small crack in the board, untill I wanted to use it again, when the point slipped out of the crack (I was throwing it with all my strength, pointed towards myself), and stuck into my thigh, nearly the whole length of the blade. I immediately started, and came down the rigging, on the lee side, so as not to get the blood all over the sails, and called the captain, to get something to stop the blood, before he got on deck with the things, it had bled considerable, the blood spurting out two or three feet. I laid down on the after hatch, and the captain soon stopped it, put some lint, bandages, and plaster on, and I went below and staid in my bunk the rest of the day, and all night. Lat. 13.02 Lon 58.23

Tuesday Feb. 16th

Early this morning, the island of Barbadoes was in sight ahead of us, the land seemed humpy-backs, as we were passing close to the side of it. We anchored at Bridgetown, at about 11 O'clock, as soon as the pilot master's boat left us, our decks were crowded with darkies, among whom I saw several old acquaintances. Rec'd two letters from home. Everything here looks as lively as usual, there are quite a number of merchant vessels here, of different nations, and

1869

Spoke ship Queen of Fishers of Nantucket, Capt Pease, 10 months from home, 48 bbls. sperm, and Brig Pocahontas, Capt Fisher, 1 month out, 20 bbls. sperm, both had mainmast sprung, they use to get a new mast here, no oil since we saw them last.

My cut pained me a great deal last night, started to bleeding once, today it is a great deal easier, and I have been moving about a little. Our foremast hands signed shipping articles today.

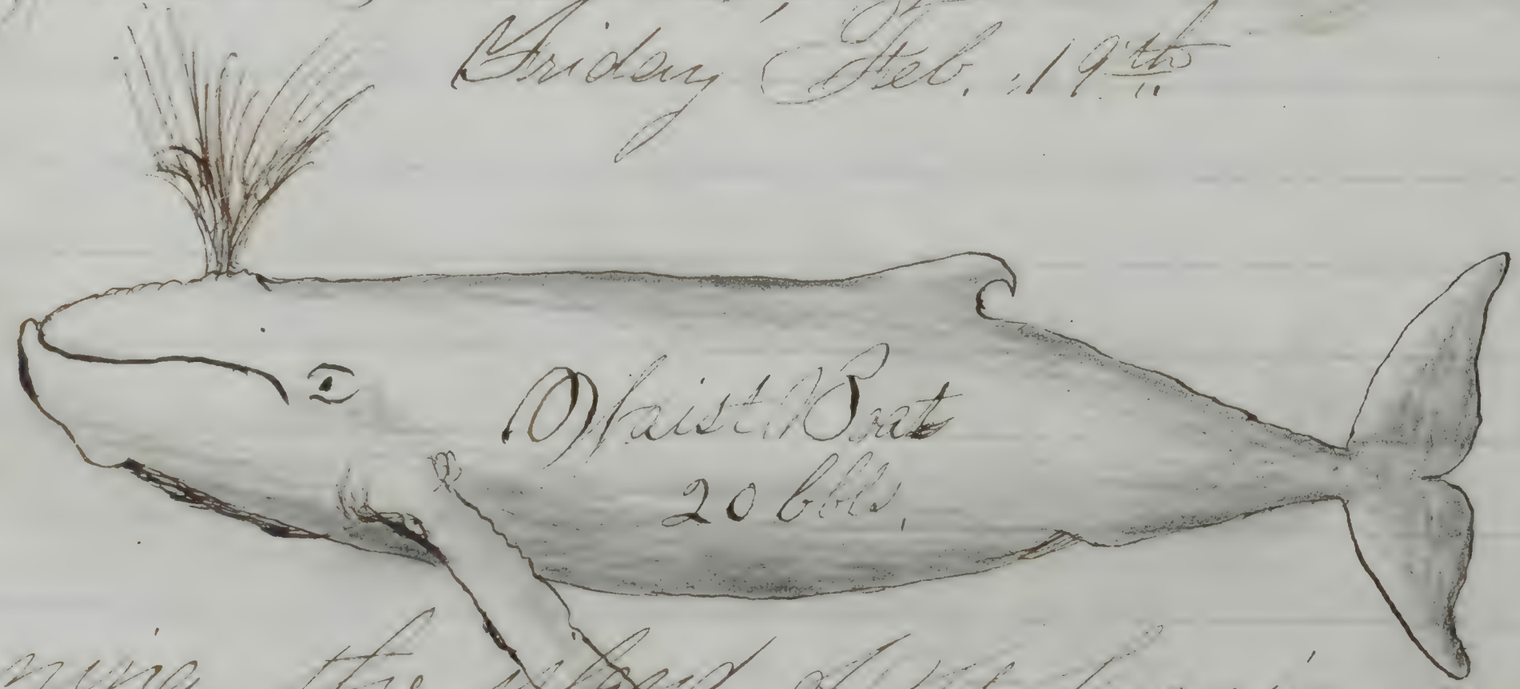
Wednesday, Feb. 17th.

Pleasant weather today. At sea the main topmast studsnys in the forenoon, in the afternoon some of the "after hands" went aloft to buy a few things I have to still keep quiet, the cut looks quite well, no inflammation, keep on flaxseed poultice.

Thursday, Feb. 18th.

Very pleasant weather today with a good breeze. Spoke a number "bloom boats" with oranges, having fruit we to sell have been opposite yesterday, and today. We painted the white streak on the outside of the vessel, and also painted several other places where it had chafed off. About 5 O'clock P.M. the captain came off, and we got under weigh, set all sail but fore gaff topsail, and steered out W.N.W. at dark we were quite a way out from Barbados.

Friday, Feb. 19th.



This morning the island of St Lucia, was ahead of us, not a great distance off, we stood towards the northern end of it, and when we got near it saw three whaling schooners ~~and~~ ~~in~~ ~~all~~ About eight O'clock one of them came near us, and our captain went on board a few moments, it was the Emporium of

Off Anegada, Capt. Smith, the other two ships were the Elbridge Gerry and the Gift of Provincetown. We then kept off about N.E. by N. and before long were passing along the lee side of Martinique. It is a very pretty island, and seems to be in a very good state of cultivation. We passed several villages, and one large city, where there were a large number of vessels, steamers &c. at anchor. When we got towards the northern part of the island, a small humpback suddenly came up, close to the stern of the vessel, and then range along, and followed us, looking at the vessel, as nigh as we saw he was not going off, we got the lowered boat ready, and lowered it down, and followed along in the wake, the coast then lowered down, and soon the whale came up close to her, and Antonio struck him. He then started off, at quite a good rate, and we pulled after them. The captain also lowered, and joined in the chase, but before either of us could get up to them, the second mate had fired three bomblances into the whale, and killed him, but we both had a iron into him, to help hold him in case he should sink, but, after a few moments, finding that he floated quite light, the captain cut his line, and went on board, and brought the schooner to us, and took him alongside.

As soon as possible, we got the cutting gear up, and commenced operations, we first had a hole open in his side, and a couple of men jumped into him, and cut out the "gut fat" that they always cut first. It is quite a dirty job (one that I have had a great many times).

After that was all out, we stripped off the blubber lengthwise, and at dark had it all finished, and let the carcass go. While we were fast him, and while we were cutting in, there were four or five canoes from ashore, manned, watching the operations, but as they could not talk English, and we could not understand French,

we did not have much conversation. I was not able to stir around very lively today, and felt sick. I shall have to keep below, as I have very poor luck out. We are passing St. by St. Dominica. the last experienced with a little rain. we carried the foresail furled, all the other sails off.

Saturday. Feb. 20th

Last night, after eight O'clock, we took in the gaff topsail and flying jib, and hauled the jib sheet to the windward, and hove to on the starboard tack. Early this morning Dominica was in sight ahead, we set all sail (but the foresail) again, and steered towards it, had rainy, squally weather all the morning. About 9 O'clock we were in sight of the city of Roseau, so we hove to, and the captain went ashore, in the starboard boat, to show his "bill of health" and get a permit to anchor at the other part of the island, he soon came off again and we then kept off for the northern part of the island. we passed several small towns, on the way, beautifully situated in valleys, near the shore, and fresh several of them boats came off, to offer Oranges, yams, &c. to sell, one of them, a canoe containing three boys with a basket of oranges, and a couple pumpkins, came alongside, and we made fast to a rope, and hauled the oranges on deck, to trade, the vessel was going quite fast, and before long the canoe came very near capsizing, and filled full of water, washing oars, a few oranges, and pumpkins overboard, and leaving them far astern, while the two boys in it were caught hold of the rope, to keep themselves from sharing the same fate, and we hauled them on deck. ~~though~~ and good thing too, their clothes were more benefitted than hurt, by the wetting. They then pressed the oranges they had in their for ballast, on deck,

and bailed her out and then the captain gave them a couple of paddles to get ashore with. And they left us. Strangers in all. About two O'clock we dropped anchor in Prince Ruperts Bay. There is a Russian man of war lying here, and the whaling schooner Union of San Francisco. She is about six months from home, no oil yet. A number of boats came off from shore. I saw two or three old acquaintances among the Darkies, and one old friend of my father's. Last night we cut the blubber up into "horse pieces" and today we have been mincing it. After supper we got a spring on our cable, to get the vessel side to the wind, and commenced to try out about dark. None of us have been ashore today. There is quite a little town here, among that cocoanut and plantain trees!

Thursday, Feb 21st.

We finished trying out this forenoon, and in the afternoon cleaned up, and washed the decks. A few young fosters, with gilt bands around their caps (petty officers of some kind) from the Russian came to see the whaler, we showed them all the curiosities &c. in which they were deeply interested, and after begging for whales teeth, and getting some, they went off again. There has been about 15 hundred of their men ashore today, washing clothes in the river. Some of the Union's men were ashore also. I guess they found liquor plenty, for about dark, we heard a great row aboard there. Some of us went in with the boat, just before dark, and while some of them were bawling others took a walk up a little way, as we were coming back. I met an old shipmate that was with me in the Gosson (Capt Smith) did not have time to chat very long, as we were coming on board again.

Monday Feb. 22nd.

Pleasant weather most of the day, except a few slight rain squalls. We stowed down the oil in the forenoon. (There was about 20 bbls.) and then

washed off the vessel. There has been boats alongside nearly all day, with things to sell. our salted albicores and skipjacks go quite well for trade. we got nearly twenty bunches of bananas, and fifteen hundred weight of yams and a little other kinds of fruit. oranges are very scarce. the season for them is about over, and the man of war has taken a great many, so we only got a few hundred today. for the afternoon, all hands (except the captain and cook) went (ashore) washed themselves and got what dirty clothes they had in the river. I took a walk up a little ways to see the grand Point yesterday, and then we all went on board again. I found Jackie today. that was in the Para last voyage, with Cyrus, also met some old acquaintances. After supper, the captain, second mate, and a boat's crew went ashore to spend the evening. So much for where we are. there was a whaler in the bay to the northward of us yesterday.

Tuesday. Feb. 2nd.

This morning, we commenced to "rattle down" the main rigging, we got about three quarters, done at eight o'clock, then turned down forward of the standing rigging. had a few rain squalls during the day, that hindered us some, so we had to wait for the rigging to dry, before commencing again. Have not done a great deal off today to speak of. Cyrus ashore. After supper, several of us took the boat, and went ashore to have a "run around" and see the country. I saw none of my friends, but was glad when the boat was ready to go off again. We all saw enough of the cocoanut getting off this place to last us for a while. They are most of them ragged, and dirty enough, and are about as lazy a lot, as ever grew. Some years ago when the darkies here were slaves, this was a very rich, and fertile island, but since England freed her slaves, they have been too lazy to work for themselves, and everything has run wild. The old plantations are covered

1869 with them, and what few there are worth (not, as a rule) owned by Englishmen that are out native of this place, most of the darkies but venture to go for them, what they are too lazy to dig themselves, and what, with a little labour on their part, would make them comfortable. They now barely get along with a plantain or a couple of bananas, sufficing for a meal, when it can be got with less trouble than anything else.

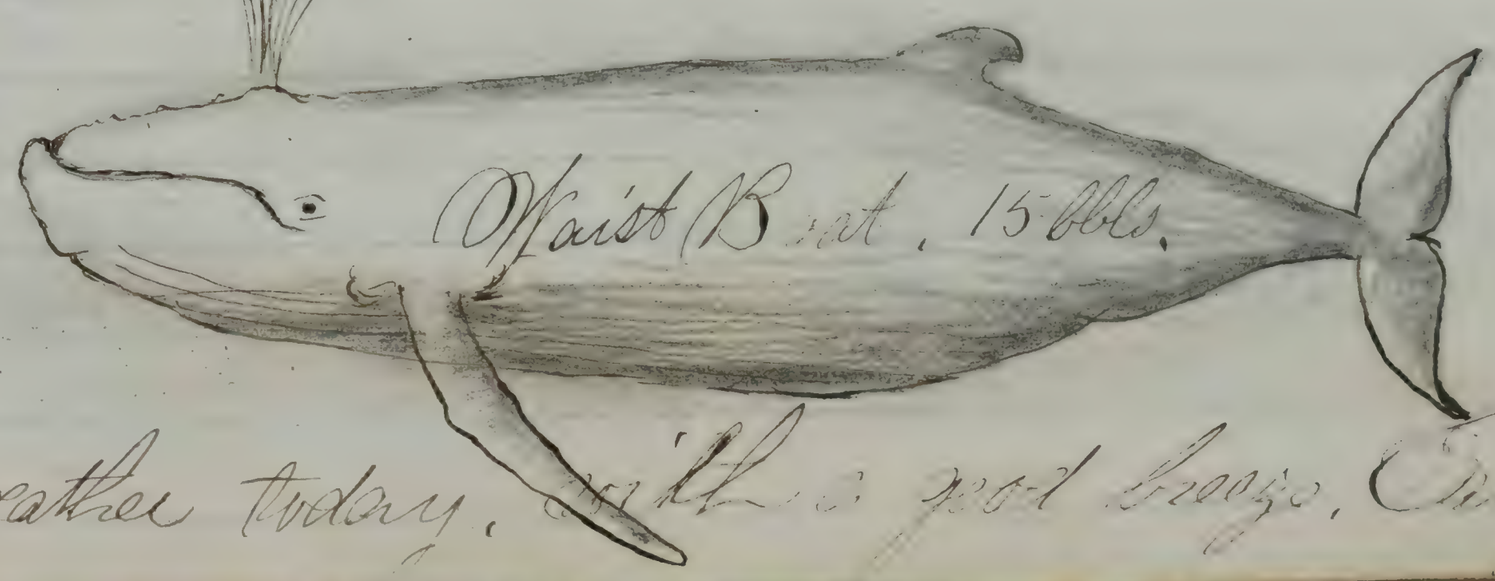
Part of the Union's crew was ashore also this evening.

Wednesday Feb. 24th.

Early this morning, we lowered the cutter and waist boats, and went cruising towards the northern part of the island. Having not managed to get off yet, I was not able to go, although I do work about the vessel, in the rigging &c, well enough, but such violent exercise as scrubbing would cut me some. They came back again about eight o'clock, without seeing anything. We then got breakfast, and went to work again on the rigging. We finished the main rigging, and started it all down, and got about half through with the fore rigging, before dark.

While rubbing, a boat load of oranges came alongside, and as they were quite good, we bought them. All hands we got, were sober. After dark, the second mate and Antonio went on board the Virginia. Last night we had one of our whale boats set adrift, but caught nothing. This evening, we set it again, expecting have to call all hands, before daylight, to haul in the fish. Had a little rain, and a few showers.

Thursday Feb. 25th



Pleasant weather today, with a good breeze. Early

this morning the two labored side boats lowered, and went cruising again to the northward. James Clark, went in his ship place again today. I boys ship has got around into the other bay. I being left, could see them over a low ridge in the land, and pass considerable white water ahead of one of the boats, and soon after saw spouts, and then the boat started and went out of sight amongst the spouts to the windward, so we knew they were fast to a whale. the capt. hoisted immediately and went around to help them, but long before he got there they had killed the whale, and with the help of half a dozen canoes were towing him towards us. (I was the second mate who fastened first) They got the whale alongside about 10 O'clock, and then commenced to cut him in. there were several boat loads of men from the Prussian vessel, alongside to look at the whale, and several of the officers came on board. we also had three white ladies from ashore on board to see him. As soon as the whale came alongside the darkies commenced to climb over the rail, and fill the decks, but the captain drove them all off, and would allow none of them on board. so they all got into canoes around the whale, and the way their knives cut off whale meat, and their tongues jabbered Creole French, was a caution. they made so much noise that we could hardly hear ourselves speak. finally when we got through cutting in (about 2 O'clock) they towed the carcass ashore, and will probably live high for the next week. The whale is smaller, and not so fat as the last one. After 4 O'clock, saw another whale off the point to the southward, lowered the two boats again, but we had gone farther than they could, so they soon came back again. At dark, we had the blubber all "horsed up" and commenced trimming it. have very pleasant weather.

Our fish net caught about as many fish last night as it did the night before.

Friday Jan. 26th.

Early this morning we got under weigh and set mainsail and two jibs, and steered for the bay to the northward of us. As we had quite a moderate breeze we did not get along very fast, and after we got into the other bay the wind was so light and baffling that we lowered the larboard and weight boats and towed the vessel part way in, until we got a little more breeze. We anchored quite near the shore about 8 O'clock. The Union's boats started early this morning and came around this side, and were chasing a seal all the forenoon, but as he knew a little too much for them they had to give him up and go on board. About 10 O'clock she also came around and anchored near us.

Soon after our anchor was down we commenced to try out the whale. It does not give oil as well as the last one. We have a line on our cable and lay nearly broadside to the wind so the smoke will blow off one side and not smother us all: humpback scraps give a great deal blacker and stronger smoke than sperm whale scraps. After dinner the captain mate and nearly all of the larboard watch went ashore and took a hand around the bushes and papaws raw. After nearly getting lost in a cane field I brought off a lot of papaws and, when they were boiling in cane juice and sparkling sugar, they gave me a lot of the best sweet juice, then I was boiling, and it was a little too sweet for it nearly made me sick. I stewed them a while and then left, with on the way back to the beach, I picked full of "Black Susans." Got I found growing among the bushes. We came on board again about 3 O'clock. It was so hot ashore, we were glad to get off again. Some canoes have been alongside today, with

mind asking if we had any whale meat left and we really disappointed to find we had none, for all they can get of it is so many days food, at no cost, and but little trouble.

Saturday, Feb. 27th.

We finished boiling out about 12 O'clock last night and this forenoon stowed the oil down. There was about 15 barrels, making us 35 bbls of black (or sofale) oil. The boats went cruising again this morning, to the northward, but as they saw nothing, they soon came back. The Frenchmen's boats stayed a little longer, and this afternoon, went again, but without success. After dinner, we stowed off the hold, and then washed off the front work, and decks, and then nearly all hands went ashore and washed ourselves and clothes, in a small brook, (rivers they call them here). got a couple cocoanuts, and some sugar cane, and came on board again. This afternoon, a whaling schooner came in and anchored in Prince Rupert's Bay, (where we lay yesterday). and, after we got washed up, the captain, mate, and a boats crew, went around there, to land a "gam". they have not come back yet. We had very rainy weather, the latter part of the afternoon, and during the evening, and it looks as though it would continue all night.

Sunday, Feb. 28th.

We have had quite pleasant weather today though there has been a few of the usual rain squalls. The captain did not stay gamming very long last night. The other schooner came in the Afto. Capt. Atkins, our shipkeeper Weeks's brother, is second mate and boatsteerer of her. He and the mate's boatsteerer, spent this afternoon on board of us. All of our foremast hands have been ashore today, one watch in the forenoon, and one in the afternoon. The Frenchmen's boats have been cruising all day, but do not appear to have seen anything.

Monday March 4th

We have had very pleasant weather to day. early in the morning, our two boats lowered and went cruising as usual. to the southward I went in myself in the larboard boat for the first time. in my coat it getting cold rapidly. We found the Union's boats out before us, but, as we saw nothing we down came on board again, to finish the work on the rigging! In the afternoon, just as we had finished rattling down the last rigging, we heard the man at masthead on board the Union, sing out "there blows!" we looked, and about four miles off saw some small fish jumping out of the water, thinking it might be a humpback calf breaching we started off at once, with the two boats, and pulled for them. the Union's starboard boat following us. after we got out there we saw a school of cow fish, but did not try to strike one. as there might be whales in the vicinity. so we pulled out a little further, and, after chasing sea breaks two or three miles for whales, we gave it up and came on board again, when we learned that we had not gone in the right direction and that there had been a whale to the southward of us. we started from the vessel right, but there was a very strong current running to the windward, and the whale was going fast the other way, as we guessed from saw another whaler off to the leeward, in the afternoon, trying to get up. Afterwards we went on board the Agate, and had a gam, passed quite a pleasant evening, and came on board about 9½ O'clock

We have passed down most of our rigging to-day, and set up the foretopmast and topgallant rigging

Tuesday March 2nd

Very pleasant and calm weather today. This morning, we and the Olympia's boats went a long way towards the eastern part of the island, cruising. We saw one large vessel but the second mate of the Union got on her ere, and we saw him in a standed off shore double quick. We stayed out gently till 10 Oclock and then came on board for breakfast, and soon after went out again, after cruising about for some time without seeing anything, we pull alongside of the Behawker that was in sight yesterday. It was the Jo. Randolph, of Fair Haven, 17 months from home, with 150 bbls sperm, she has been becalmed all day, and was trying to tow her in with the boats, but did not get alongside to get along very fast. She is from Barbados last. We then left her, and cruised about until sunset, without seeing anything, when we came on board for supper.

The Hyatt went out early this morning and the Prussian man of war, hoisted up his anchor set all sail and tried to get out but there was not wind enough for them, so they dropped anchor again. Here it is the 2nd. There has been a very light breze from the westward, but nowhere we have been cruising the N.E. trades are blowing.

Wednesday March 3rd

We went cruising again this morning, and went further to the eastern side of the island than we have before been, came on board again at 11 Oclock, without seeing anything. In the afternoon, we went out again, with like success. Just before we came on board, all four boats went out a small cove, anchored the boats, and all hands had a swim.

The weather has been very pleasant today

1869

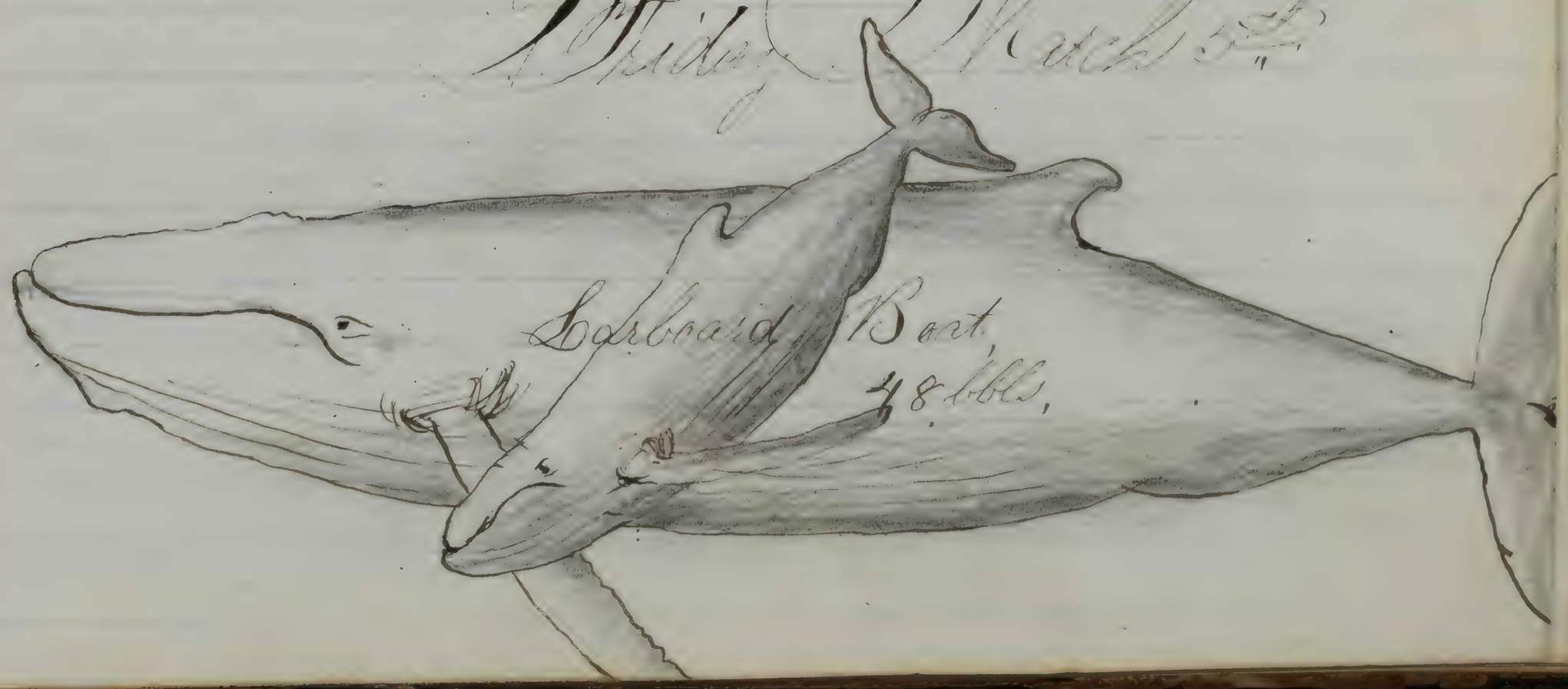
with a dull rope. Eleven fin. we passed day, and they in hour a day, finally, leaving on Hugh, 25, but two or three heads were got off. Fishing. We tried to get, studdle today that we darken Hevers, but be unable day off.

Thursday March 4th

Commenced raining, with moderate winds, we did not go cruising on the beach until about 8 o'clock; calm weather cleared off, and we went out a little way, and had quite a row, five hoped the Oriens' boats cruising, and after hulling up, to see they with the oars, we needed a long with them, we beat them considerable, so they had no file to their boats, as this afternoon. They stayed on board, and made fast. Expect they will beat us tomorrow.

Off, went about half way over to Guadalupe this afternoon, cruising, but saw nothing, this is the driest place for rain, I believe that ever saw. After supper, a lot of sych crew went on shore, large fire kept, Navatoo manage to bring a shark big five feet day, the one to buy it, through, round day, and body, bitten by them, I do not know, but, in their own, nearly, see, there has been a schooner in sight, early all day, heading towards, the Prussian, we got out yesterday, coming, bound for St. Thomas.

Friday March 5th



Early this morning we got underweigh, & with all sail set, steered for the Off Shore towards the island of Marie-Galante and about noon, we were quite near it, and against two whales, off the South-east point, but we did not lower for them, but kept off towards the north-east part of the island, and, shortly after dinner, raised three whales (a "bull, cow, and calf") near in shore. We hove the vessel to, and lowered the two boats; the first thing the second mate did, was to pull over them, and off they started to the windward, along the coast, and we pulled after them, and after half an hour's hard pulling, managed to get in ahead of them, and, as the water was very clear, and about that time we headed for them we could see them under the water, the cow & the calf keeping close to the side of the boat, and we made off as fast as possible, & darted, hardly thinking of throwing each gun, but, by good fortune, I happened to look up, at the moment, he had so nearly got the boat, so the second mate came up, and, as he, the cow, he pull ahead, for after darted, the second mate, they gave the cow a couple of lance-sacks, which set her to spouting her blood. Meanwhile, the captain lowered from the vessel, and pulled off, soon after, my iron came out of the cow, and the captain pulled up, and struck him, while we went, and fastened to the cow, he then darted off shore, and left his delight, which the captain all-ing, to cut from him, and came off to us. He not was getting his lance ready the gun went off accidently, nearly blowing his head off, while the lance exploded some distance off in the air. The only harm done, was the gun kicked a hole through the side of the boat, and bruised the mates leg

Whale, we killed it, hauled up, and gave it a rapid lance, and in about half an hour after she died. We attempted to pick it up held on hand with both boats, and frightened the surface of the water. We spliced the rope on board the vessel, and after we had secured it, moored and set all sail, hoping to get into anchorage with her, but the wind grew so moderate that we drifted out of bay again, and towed the vessel in, we finally hitched a rope to a very pretty vessel, and then got the whale ready to commence to cut in. We were lucky in another respect, we were able to cut down with the two boats again, and pour boiling water on the outside of the cutting skin and blubber, with the gun dell in skin. Threw overboard into ship, and then between the two boats, we killed him, and towed him to the vessel. At sunset, we had everything fast, and ready to commence in the morning. We are anchored in a fine place to cut in. If the Frenchmen will only let us stay here, I expect we shall be ordered off in the morning.

Saturday, March 6th.

Very pleasant weather today, with moderate breeze. We commenced to cut in early in the morning, and after a hard day's work, finished over on the whale, got through with the row, at about 1½ O'clock, we then proceeded to the cut, cut the lines out of him, and let him go. As we passed the vessel, we had the blubber all hoisted up, the decks washed, and the tryworks started, saw three humpbacks in the distance, going very quick towards Grand Lagoon. A number of boats from above have passed today, but no officers have appeared, and we were not ordered off.

Sunday March 7th.

We have been trying out all day, at spring time we had a little over thirty barrels turned out. This forenoon, I was going along side with the captain of the ship and happening to look in, and inquirer, they first asked the captain if he had a permit to anchor here. (as this is not an open port.) and as he had none, they told him that he must not attempt to anchor along the coast of this island, without first procuring a permit from the authorities at Guadaloupe. I then went in the boat to the bell of buoy, and as that was all right, they came on board, and had a look at the whaler, relying their delightfull (?) occupation. The captain treated them up with soft as well and strong liquor, hoping to get them to stay long enough for us to get through with this whale, but they would not let us stay, and said we must be off by-time daylight tomorrow morning. They said, if a vessel comes and anchores along the coast, we are off, and if, after waiting twenty four hours, she does not either send off or enter at the port, they can send her a message. I and those on shore have had quite a bustle, but the old captain of the port, is a Frenchman.

Monday March 8th.

We finished, first thing this morning at daylight, and kept on cutting up all day till dark, and then cut off, after the sun went down. We have taken off the tongue and lips, and two barrels of oil, and have sunk today, which has been quite, but all of the young men, insisted on another cutt down.

Tuesday March 9th.

Got under way, this morning, at half clock, and cut off, after the sun went

1869

We left at sun rise, and finished pumping out the oil, washed the decks, cleaned up, & had breakfast, at the expiration of which we left the Island of Guadalupe. Soon, we arrived at a large town, & we obtain the newest bit boat, and went ashore, & buy our provisions in the vicinity of the island, after being ashore two hours, we came off, and if they would give us permit we could be secured here and lay three days. We came in opposite the town and anchored. There is an American schooner lying near us named Marietta, of Stockton, Me. She is discharging a cargo of lumber.

After we anchored, we commenced to stow down our oil, but did not get through at supper time.

Tuesday March 9th.

This morning, we finished stowing down the oil, thus far 48 bbls. We have washed the deck off with lye. This afternoon the Marietta broke adrift, and they had to heave her anchor, and make sail to get out of anchorage again. They have been discharging lumber.

In the evening, a couple of men went ashore, and stayed until 9 o'clock. It is very cold looking place, with a number of mountains, somewhat like the Potter's place, which rises through nearly all of the town. The houses are some of them quite large and respectable-looking, and are all built of stone, and roofed with tile. The shape is a parallelogram. Our cargo contains Oil, but they say we can talk to the people, as best we can. We could get fresh provisions, but we have plenty, that we have to talk to the people, that's all.

Wednesday March 10th.

Pleasant weather today. We are busy cleaning clothes and clearing off generally; put the "light boards" up in the forecastle, also put all the bedding in the hold, on the starboard side.

to feel the swell on at every keel. Some of our crew when paid overing, they is not flexible enough in going around streets without being ill a ailed anybody, to tempt me to go.

Thursday March 11th

Today we have had a little rain, not good enough for Hay or accountable. Yesterday Brown, Transport (Chaneship) came in Disposing. The cattle are landed ashore, and appears to have three acres fitted down after he came in, we got under weigh to Check and at one O'clock P.M. anchored at the Small island of Sainteg. it lights the N. E. of Guadalupe, Maria Islands, is in sight to the outward.

There has been a number of people off from ashore today; looking at the crew of the St. Martin's sloop, was carrying the crew came in, but went out during the afternoon. This seems to be a dry kind of place, with but few inhabitants and there does not seem to be anyone that can talk English. So it I think, it appears to be a very favourable place for whales; we saw one while coming here, but we was bound for Maria Islands.

Friday March 12th

Early this morning we got under weigh and beat up to Maria Islands, in the afternoon, when we were quite near it, we saw a humpback, quite near us, and lower two boats to chase him, After chasing a couple of hours, without being able to go on, we gave it up, and went on board again, the boat crew that was lower boat had also lost another while we were gone, so, on the boat regarding disappointed, it was my first time, for all concerned same as yesterday, for all where we were before, There is a large Japanese whaler, anchored opposite the town, to the outward of us, she came in just

before we did, with the Opposite flag set. As we were beating up here, a small schooner passed us, going before the wind, when she got near us, they hoisted the American flag, and we answered by setting ours, and the flag with our vessels name. Saw one whale on the way here.

Saturday, March 5th.

Early this morning, we lowered the larboard watch boats, and went cruising, going opposite directions, we went to the S. E. and when opposite the town, lying two or three miles distance off shore, they were going, pretty fast, towards the vessel, we chased them, and when about half going to the vessel, got quite near them, one of them went down, and the other, instead of spouting again, as he had, crossed good giving us a good chance to get fast, saw the boat, and gave a strong wind out, our way and went down, the next time they came up, they were going towards Guadeloupe, quite fast, so we went on board ship, and got our breakfast, and then both boats started again, to the S. E. then we got to the place where we first saw those two whales, this morning, we saw another small whale, he did not appear to be going much, and after a while we got quite near him, but before we could get on, he went down, a few minutes after we heard him making a peculiar kind of noise that we call "singing" these humpbacks make it quite often, it seems always to be right under the boat, when we hear it the whale is half a mile off, it seems to fill the water and we can not tell from the sound, which way it is from us. The next time he came up, he was nearly a mile off and going pretty fast, I think he must have heard or seen us, to have started him off so quick. We did not attempt to follow him, but started towards the nearest South eastern point of land, but, as a heavy squall was coming up, and the wind blew quite fresh, we turned back, and went alongside of a sloop, that was anchored

Yesterday we found a daisy that smelled like English field so that the sloop formerly belonged to New York, and was 75 years old. After we passed out, we commenced to sail to the windward, along the shore, and a mile that we sailed along for some distance about a hundred yards from the shore: after going about a mile, and finding no outlet, we began to look for a passage through into the sea. After a while, we spied a small opening in the reef, about twice the width of the boat, so we went through, though not without the boat's touching the bottom, but no damage was done. Soon after, the second mate went through the same place in safety. We then kept sailing to the westward, about one O'clock, the second mate put up his sail, and turned back, but we kept on, and went round the island, got on board about 5 O'clock. Saw two whales to the windward, but they were going quick and we did not chase them. There is a steamer laying in the bay to the northward, engaged in surveying the coast. They have a little steamer (steam launch) about the length of a whale boat, but higher, and handier) to assist them.

Two more of our "gang" went fishing, but returned without any, bad luck as usual.

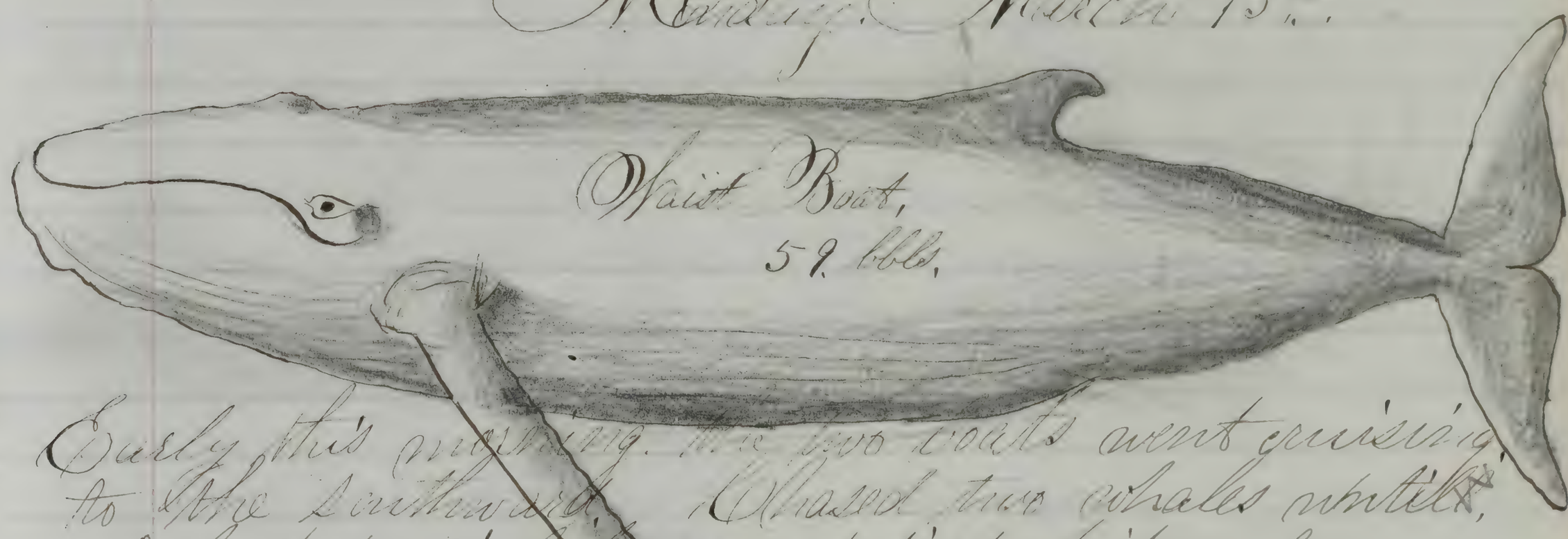
Sunday. March 14th.

Pleasant weather today, in the forenoon several of us went ashore, had a bath, and walked around a little, and then came on board again. In the afternoon a whale came across our stern, and as he was very moderate, we lowered two boats, and chased, but, after he saw one of the boats, he sounded, and, double quick, we chased some more, but, finding he was going too quick for us, we gave it up. The second mate went on board, while we went ashore, and went into a large factory, where they refine, and refine sugar by steam. A couple of Chinamen

1869

were kind enough to show us all over it, and gave us as much white sugar as we could eat, and said, if we would come there tomorrow when they were at work, we could see all the operations. ~~It is a~~ it looks to be a very expensive factory, and must be worth seeing when in operation. The carcass of the last whale we got is alongside there. It ~~made~~ is small for them. Were strong than usual, We expected land constantly from aloft, today, but they did not come off.

Monday, March 15th.



Early this morning, the two boats went cruising to the Southward. Chased two whales until, at about 10 O'clock, we got tired of it and came on board for breakfast, leaving the waist boat still chasing them. After we got through breakfast, we went out again, and soon fell in with two more large whales, while we were chasing them. The second mate came on board, and had breakfast, and went out again to the northward about two hours afterward. We saw a sail, but it was a schooner, and went to windward, but before we got there the whale was dead. It was a cow and calf. They struck the cow, and killed her with one bomb lance, they have towed her mouth up, and commenced to tow her to the vessel, at the same time, the captain got there, and helped us tow. We were about 4 or 5 miles from the vessel, got alongside about 7½ O'clock, and then got the cutting gear all up, and the junk cut, & on board, and pulpers ate, before dark, while we were doing that, there were several whales in sight. The little calf of the one we got, followed us half way to the vessel,

1869.

Thursday, March 18th.

Today we stowed down our oil, and washed the decks off with tops. There was about 59 bbls; the blubber was very good, and yielded oil fast enough, but quite a number of cakes yesterday, but today there has not been any in sight. This forenoon, the captain went up to the town in the starboard boat, and was gone untill late in the afternoon. They also inspected the sugar refinery. We have had considerable rain this week, until today, this one seems very pleasant day.

Friday, March 19th.

Went cruising again this morning to the northward, saw one whale, going to the leeward, and chased him for some time but, finding he was going so fast that we could not catch him, we turned back, came on board, and got breakfast, About 11 O'clock, started again, to the southward, saw one whale, a long way off shore, going fast to the windward, did not chase him, came on board again before four O'clock; About 5 O'clock we saw several whales, to the southward, going very fast, to the leeward, we lowered for them, and chased them with oars and sails, untill nearly dark, and then, finding we were not much nearer to them than we were when we started we gave up, and came on board again. We were a long ways to the leeward, and did not get on board untill after dark, when we arrived, wet, and hungry, but not very tired, for we have got so used to pulling, and feel in such good order, that we can pull nearly two thirds of the day, without feeling much worse for it, a five or six miles pull, only gives us an extra good appetite.

1862. Saturday. March 20th.

This morning, we went cruising again to the northward, and came back again at 7 O'clock for breakfast, we then went out to the southward, and fell in with two small whales, and chased them untill one O'clock, but they were so shy that we could not get on, so we left them, or rather they left us, and we came on board for dinner, and, for a wonder, hoisted the boat up, and stayed on board the rest of the day. There has been several whales in sight today, from aloft, that we have not seen from the deck.

Sunday, March 21st.

Very pleasant weather today, with a good breeze, in the afternoon, several of us went in, with the boat, to the shore ahead of us, and went up to the village that is to the Northward of us. There is quite a number of small houses there, and a sugar refinery. We stepped into the church a few moments, and heard the priest and people chanting something in Latin, but, as it did not edify, we interest no longer, we did not stay very long, but went up to the sugar factory, there they gave us as much sugar cane as we could eat, and some to carry off with us. All the colored people we saw there, on the estate around the factory, had regular features, and straight hair, and, so near as we could understand them, came from Manilla. After we were tired of staying there, we went down to the boat, had a bathe, and then went on board again. We saw one whale, from deck late in the afternoon, a long distance to the leeward of us, but, as we did not want him today, he did not excite much interest. A whale never seems very welcome, to me, on Sundays, though there are some here who would work as hard, on that day, to get one, as on any other day, (and perhaps harder).

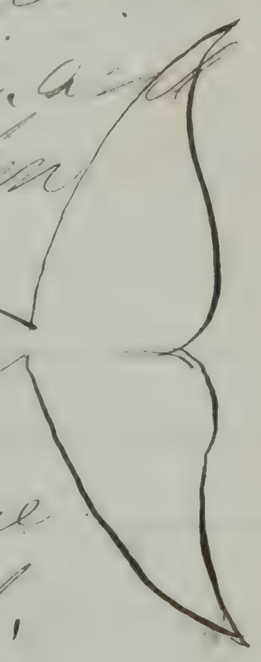
Monday March 22nd 1869.

Early this morning, the two boats went cruising again, and, after going 8 or 10 miles we turned back, while the second mate kept on, towards Guadeloupe; after we got our breakfast we hoisted the boat up, and got the vessel under weigh and steered for there, also. When we got quite near the land, we saw several whales, to the windward, and while about to bear up towards them, saw something off the lee bow, like a boat, painted white, laying bottom up, thinking it might have been Mr. Martin we kept off for it, but before we got to it, we saw Mr. Martin to the leeward, sculling up, and also saw some whales to the leeward of him, so we kept off, took him on board, and, after we all got dinner, lowered for the whales. They were several small sized whales together, but, while we were chasing them, they seperated, and we chased one of them nearly all the afternoon, came very near getting fast, once or twice, but he had his eye on the boat, and kept out of our reach. While we were chasing him the second mate went in, close to the shore, and, towards the latter part of the afternoon, when the vessel had got quite near, was him coming off again, to her, with sail set, so we also went on board and arrived shortly after them. They then told us that they had fallen in with a cow and calf, close to the shore, had struck the calf, and fired three bomb lances, into the cow, setting her to spouting blood, when the iron drew from the calf, and they both went off to the windward. Soon after, we saw them from aloft, to the windward of us, so we lowered the larboard boat again, and pulled as hard as we could, until sunset, when we gave it up, without being able to catch sight of them. As we were coming on board again near dark, we saw some

969 more whales, and gave chase to them; but they caught sight of us, and cleared out. Meanwhile, the vessel had gone in, and anchored, near the shore, opposite a village there is on land, and by the time we were on board, had the sails all furled &c.
There has been some hall growling tonight, from the captain, about today's work. Of course, as we did not get the whale, nothing was done right. When Mr. Martin was coming on board, he passed quite near ~~[illegible]~~ the boat we saw in the forenoon, and stopped by her a few minutes, trying to turn her over; but finally they left her, only picking up a small rack that came out of her stern. She was a very good boat, uninjured, and almost new, painted white with a star on each bow, looked like a man of war's boat.

Tuesday March 23rd

We got under weight again early this morning, and, before said, was set, saw a cow and calf whales, to the windward, not far off, so we hoisted the four sails, and got breakfast soon as possible, and lowered the waist, and starboard boats, and pulled up towards them, the vessel keeping quite near. After working around for some time, the second mate had a chance, and went on, and striking the calf, when the iron struck him, he kicked about quite lively for a few minutes, striking the boat, and making quite a crack in her side, and knocking one of the oars, some twenty or thirty feet in the air, end over end, and then, although he was not very large, he splashed to the leeward so fast, with the boat, that we were soon left far behind, he soon turned to the windward, however, and, as they were passing us, the second mate called for me to throw them my boat's warp, so I got it out, made a bowline in the end, and threw it to them, and they slipping the bowline over their



1861.

logged, had an in tow. When we started the whole was going so quick, that the jerk split our boats stem about six or eight inches. After taking us to the windward two or three miles while the second mate was trying to hand off, we got a second rear into the calf, the other one came out, and we were loose again. We then put the oars out, and started to haul after the whales boat, after following them for some distance, and finding we were not likely to get much nearer, we turned back, and went on board the vessel. The captain then had considerable growling to do, as usual, and finally, put up the wheel, and kept off for Marie Galante where we anchored. (Some nearer the shore than we were before) about noon. After supper some of us went in swimming from the vessel. We have had very squally weather all day, with considerable rain. An English brig that came in yesterday, is anchored in the bay to the northward of us. She is loaded with coal. Tonight, we gave the cabin a good smoking out, to kill the mosquitoes, that have grown to be rather numerous for comfort.

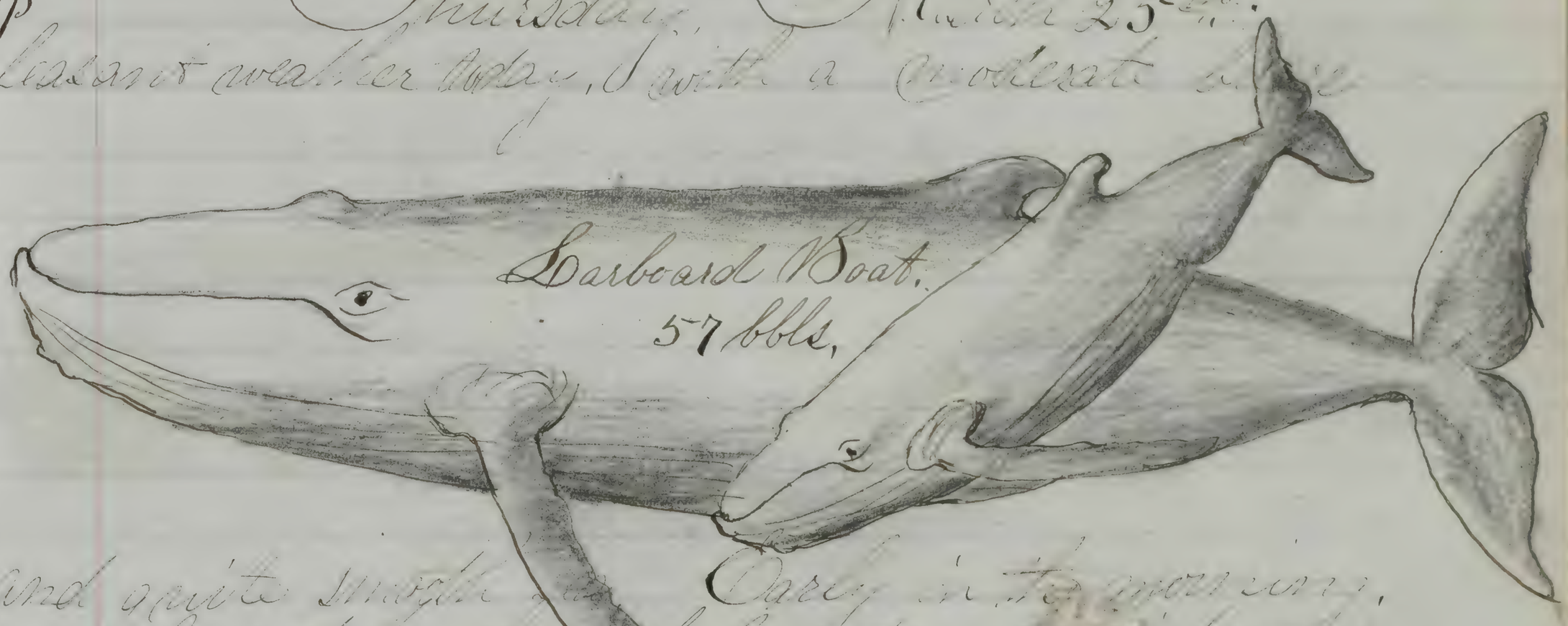
Wednesday. March 27th.

Got under weigh this morning, and steered towards the weather part of Guadaloupe, where we were yesterday. At first, when we started, we had a moderate breeze, but before long, some rain squalls came up, and the wind blew quite strong, but before we got across the wind left us entirely, and we had a calm for two or three hours, and during that time, a large turtle came quite near us, and one of our darkies, jumped overboard, and swam for him, and while he was watching the vessel, the man dove down, and came up under him, and held on to him, until we lowered a boat, and took them both in. This fellow had quite a job to hold on to him, he took him under water two or three times, but he held on

heard, and so saved him. After we got a boat we beat up along the land. Saw several [illegible], but they were all going fast, so we did not lower; at night we anchored to the leeward of a small island (with a light house on it) called Petite Terre, it is not a very good place to lay, for the sea rolls in here, so that the vessel rolls considerably. After we got the sails furled we tried the cutter some fish, but could not get even a bite. Their light-house here does not seem to be of much account, the light has been out once or twice to night. There is quite a strong tide running here.

Thursday, March 25th.

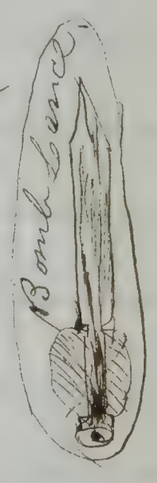
Pleasant weather today, with a moderate sea



and quite smooth. Carey in the morning we lowered for three whales, two of which were cow and calf, and, on coming from windward, but not being able to get near them, the cows going so fast, we took some of them up the lance rope (which is the equivalent of the flag); about twenty minutes after we had left the cattle, we had to cut his boat, and pull out to the mothership, as we could not see the boat (cutter). and Culbreath towed him. About a time we were coming the boat we lowered for, we got quite near the calf, and or twice, but finally, he got out to windward again, and, after chasing some time, we lost sight of him again. The captain then went on board again, as we were starting to go to. We lay the ship again to windward, and, after cruising some time, we pulled up for the land just after we got there, they came up fast right for us, and we went on, without any trouble. I had a first rate chance, and struck,

1869.

The surgeon, Dr. M., attempted to hurt him so that he could not give and settle so easy. However, at the last, he got free, and, as usual, had succeeded, for it takes quick and, and he did get more at only, the second time he carried it, and Kelsono dodged at the last, just as the cow going down, and the cow that received all, in the "ribs," as the saying, and the second pitch and tossing child gave, overturned up, and gave the, like a wheel barrel, which made over upon top over, the second made two rounds up, and was two very fast towards shoot, and the man crushed the cotton bales and the last proposed, and then came out the cow and the poor little wonder, to the, and, at last then turned to the world, and we got another skin, in the calf, which gave the cow two more bounds, Mr. Joseph came near knocking himself a-gainst, the gun went off in his hands, while we was sitting down, but luckily happened to be pointed clear of his head. A few minutes afterwards, we met the captain, coming from the pelle, he quickly up jumped, and, Mr. Joseph threw it into the cow for him, he then, charged up, and threw the hand, and, in two or three times, and then two round, danced into her, at the last, considerable time, so that when they got down, Kelsono stuck blood, in the shoulder of the cow, so soon as we saw the cow most dead, we took the other end of rope, and two round into her side, and out from the calf, and the end of the rope to down, we then lanced the cow a few more times, and, at the end, hooked to the main mast, and, catch on the, and, stand, and fired a bomb lance above,



the cow, by this time, nearly dead, as the captain, cut his, and went to, and the crew

569.

to get the cable ready. At 10 A.M. all hands, the Captain, Pilot, Engineer, and Firemen, held a meeting, and passed a resolution, and signed the Shipping Articles, to stand by the vessel until she was safely moored to the wharf, or until the Captain ordered them to do anything else. We then commenced to "take up" the anchor, and got it up to the bow, and then found it was fast in the rock, and could not be broken loose. We then got everything ready to anchor at Kingston. We made 200 fathoms of cable, and then stopped for the night.

Friday, March 26th.

Commenced rainy, but cleared off early in the morning, and continued pleasant. About the middle of the afternoon it came on cloudy, and got very cloudy. We then commenced "taking up" the anchor, and got it up to the bow, and then got it up to the wharf by 4 o'clock, and then, with the help of the crew, and a few others, we got it on board, and moored the vessel, and then went to the Parsonage, to see the Parsons, and then to the Church, and then home, and then to bed.

Saturday, March 27th.

Commenced cloudy, but cleared off pleasant, and

Sunday, March 28th.

Commenced cloudy at 7 A.M., and

1869.

Sailed off and on all night. Very cloudy, and DARK COLOR'D with in the water, which got, and, in a cistern left on deck filled it, yesterday. The second mate was relieved at 8 this AM, and Mr. Jones with me, the first officer, has no one could not make sail go, it was crack'd up in a cold, wet, and, just as they came-
[illegible] to go, the wind fell off. At last STUCK a harpoon and drove the goat off, and so did not stand, sense, it is would have had cold; in this we agreed to [illegible] and lay there, and, as the water is only about twelve feet deep (barely enough to float us), we got a hogshead, fill'd it down to it, and put it into our boat, and so got [illegible], so that we could get [illegible] and [illegible], in a [illegible] pretty good looking fish, looked some thing like "grouper" and a hammerhead, weighed between three and three hundred pounds. We made sail down the [illegible] ashore, and tried to sell him, but could not find anybody to buy, so they left him in the water, and some of the children ran ashore, soon, after, nearly all of us went ashore and had a right big frolic. In the afternoon the mate of the English brig came on board with one of the crew, and staid until dark; Had two whales today, off shore, breaching.

Monday March 29th

Very pleasant weather today, with a moderate breeze, we moved down the bay to Tampa-ing, and then proceeded to the vessel, with the usual amount of growling and cursing; after we were there, all hands went below, and washed their clothes, bodies, &c, then, we went up in the sequoia mill, and stayed there a short time, looking at the operations, it is quite a large place, (the same one we visited a week ago), and has a large number of men at work in it, we saw one that could talk English,

1869. and we felt sure we were getting about 30 gallons a day, and it was quite hard work. Before we came in, one of the men went in and considerable liquor came (stole it), and brought it off, and, shall, I fear, the owners will be vexed, and may blame us for it. Our allowance was 5 dollars per diem, &c.

Friday, March 26th.

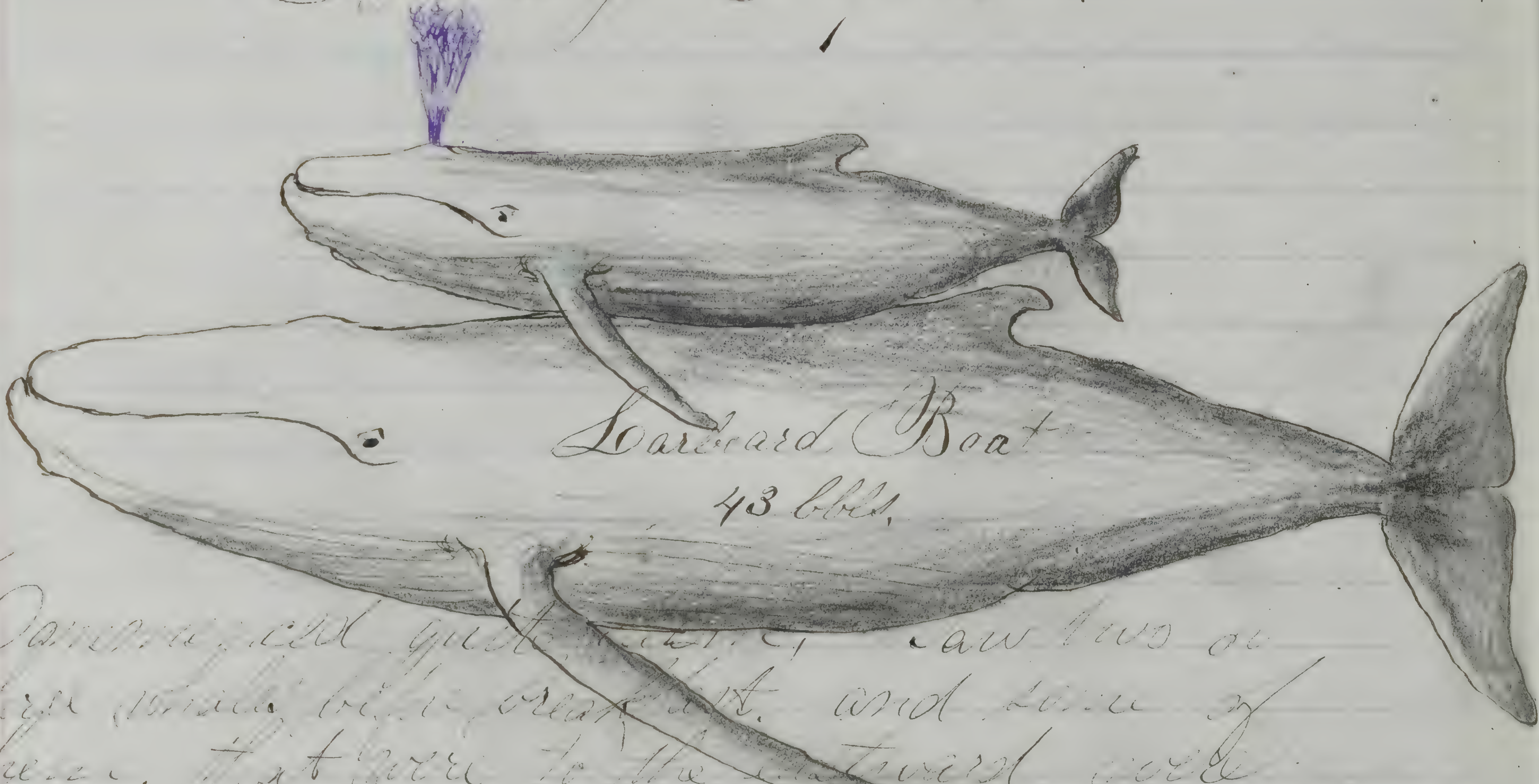
Quite pleasant again, though still very cold. We crept in readily, and after breakfast, we lowered two boats to the leeward side, ready to be launched, and we forbowed them until we came past the shoal in the channel, and then, with very little pulling, we were about a league, and just on the edge of the bank, when we had to put back, fearful lest, in case of a gale, we should drift down the bank, or have to cut adrift, and lose our anchor again. We had not been, after leaving the ship, more than half an hour, but we had drifted a most astonishing distance, and we were all in a sweat, and very wet, and very tired, and very glad to get back safely, most of them determined,

Sunday, March 31st.

If you would care to know, I am still in the forecastle, but I do not feel well, and I am very weak. We left the ship at nearly eleven o'clock, and we had a long pull southward, and then we had to go down, and then about, and we at last found Capt. Lowe, and have cruised, pulling on the south side of the island. The men were all drift, and spouted "blow and call", so we covered the boat, and moored up there (about 4 p.m.). We have, in the time, we had and got the whale, and lost some more out to the mast. We are left to-day, and went on board again,

[illegible] high ground, raising the sea, but none of them offered a good chance to [illegible], [illegible] till about 3½ o'clock, when we hauled in near to the leeward of Petite Terre, and lowered the boats for some whales that were seen four miles to windward, and were reported as "cow and calf." We pulled until we thought we could get no chance, but left the whales, so we set the sail, and went on board again, about supper time. The weather has been very pleasant today, with moderate breeze.

Thursday. April 1st



Commenced quite pleasant, saw two or three whales before breakfast, and some of them that were to the eastward, were pronounced "cow and calf" so we got breakfast, and lowered the two boats, and pulled up there and found there were three whales, bull, cow and calf. They were near Petite Terre, and going to the windward considerably, we took the paddles, set the sail, and soon got ahead of them, when they came up, showing a pretty good chance to go on, but before we got to them, they all went down but the calf, and, just as he was going down, a very long dart from the boat, I darted, and might have struck him, but my foot slipped, and I fell, and the iron went a few ways, and fell short, but they did not seem to be frightened much, and did

869 [illegible] a [illegible] [illegible], so we [illegible] ground to [illegible]
again, and started at ~~at~~ the calf, [illegible]
[illegible] too, [illegible] [illegible] the [illegible] first [illegible],
we [illegible] [illegible] [illegible] very [illegible] and
[illegible] [illegible] [illegible] a [illegible] [illegible] [illegible]
[illegible]) [illegible], came near the surface, and
I got an iron into the calf, at last, [illegible]
[illegible] [illegible] after, [illegible] [illegible] [illegible]
[illegible] to the cow, then we got another iron
into the calf, and they put another in
the cow. The cow then commenced
kicking, and jumping, worse than ever, I
saw a humpback whale, she kept her
flukes going all the time, and hit [illegible]
[illegible] time with them and twice with her
[illegible], but they were not very hard knocks,
and so did not do much damage
we managed to get a lance into her
and Mr Martin got two in, but they did
not seem to hurt her much, for she kicked
as bad as ever, we then hauled up, and
commenced to work on her with a hand lance,
and by being very careful, and making the
most of our chances, we managed to reach her
so that she did not use her flukes quite so
lively, while we were doing that, the
captain, after a long [illegible], (he [illegible]
going to the [illegible] all the time,) got
[illegible] and [illegible] [illegible] [illegible] [illegible], and gave
her two or three pokes with the lance, after
we and Mr Martin after an hour or
two's work, managed to kill her, we then
killed the calf, and cut the iron out,
The cow floated quite light, so we "reeved"
her mouth up, and, at a little before
10 O'clock, commenced towing to the vessel,
she was "hull down" to the leeward, at
first we had a head tide, and no wind,
and did not seem to gain any, but soon
after, the tide turned, and a light breeze
sprung up, so we set the sails, and then
got along a little faster, but it was a

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very hard, and got down, and we were all worked hard, at work until 3 O'clock, at which time, the Ship was 90 fathoms astern of us, and made tryworks out of the Blubber and then we put under sail, and with all sail set, steered for Sherd Island, out, at the point of the Island, we were at dark, quite a long way round it.

Friday, April 2nd

Cast in a few feet yesterday, and we had a fair wind from the S.E. and we made the Island of Tristan d'Acunha, and we saw the Island of Inaccessible, and made Tristan at 4 O'clock, this morning. We did not get in here at anchor, until 4 O'clock, this morning, and are anchored near the same place last, Have had very pleasant weather with moderate breezes.

Sunday, April 3rd.

Sailed trying out this afternoon, and finished the work, this whole turned out a little better than we have had yet, and we made light work of it. A boat from the big more alongside that afternoon, some miles we filled the things other night, and promised more tomorrow, we got my boat ready, and lowered it down, we saw one bull Sperm off the platform. The carcass that was yesterday, came up inappropriately, and we cut it off, it excited considerable interest among the boats and people, passing a remark and the other.

Monday, April 4th

Hove in the afternoon

1869

there was 73 bbls; and then we had to make a
visit work, up & down, all hands up the
work, went adrift, and had a good time in the
river. We in afternoon, we had a lot
of company, many of the ladies, with the
black, for ashore, to see the "Yankee" and the
armed degree, they did not stay very long
as our

Monday April 5th

After breakfast this morning we got under
weigh, and with all sail set and a light
breeze, bear up and anchored at Petite Terre
at about 2½ O'clock, an hour, when the
starboard boat, and the captain and mate
went ashore; they had hardly left, when
we raised two whales, a cow and calf, to the
windward of the island, and beated up
for the boat to come off again, but they were
up to the lighthouse, and did not see the
flag, untill they came down, about a quarter
time to come off, and then it was too late to go
after the whales, though they stood there, beach-
ing and finning untill dark, when they
did come off, they brought three of the digni-
taries of the island, on board, it was a dark night
and, of the other two, the Governor was dis-
tinguishable by his having a pair of cross
on. they stayed on board untill dark, as it
then we set them ashore again, they were
quite pleased with the vessel, and said the
Yankees make better vessels than French
men, of course we did not deny it,
Those who went ashore this afternoon, got a
number of shells, on the beach, but I am
laid up for the present, with a large boil
on my arm, I was not able to go,
We saw several whales, while coming here,
but they were all going quick, and we
did not lower for them,

1869

Tuesday, April 6th.

It was a rather rainy day, but in a good humor. Early in the morning, we lowered the Starboard boat, and went in shore, and towed off the Governor. He has been onboard all day, trying to catch some fish for us, but was unsuccessful in catching two, and one of those we used up for bait, trying to catch more. We set them adrift again, after dark. We have seen quite a number of whales today, but as they were all going too much off, we did not lower for them. We have not been doing much of anything today, it has been the most quiet day we have had for a long time.

Wednesday, April 7th.

Today we have had a strong northwester, and quite a rough sea; in the afternoon, we had a pretty good breeze, and morning considerable more so, to the northward of us; after breakfast, we lowered the starboard boat, and went out there, and found it was a cow, with a very small calf; after a short time we got quite near them, and they both came up to the vessel of us but, when we were "on their ear" (that is, they were sideway to us, and we could never be in behind them, as that was so much that, that, before we could get at it, they went down, we were to near them, that they saw us, and the next time they came up, were some way to the windward. We pulled after them, and succeeded in getting quite near them once or twice, but finally we lost sight of them, and came on board. After dinner, they came in sight again, and we lowered again, the second mate got behind them, we rising, and they trying to go on with the saddles. But before he got to them they went down. He then paddled a little way to the windward, and

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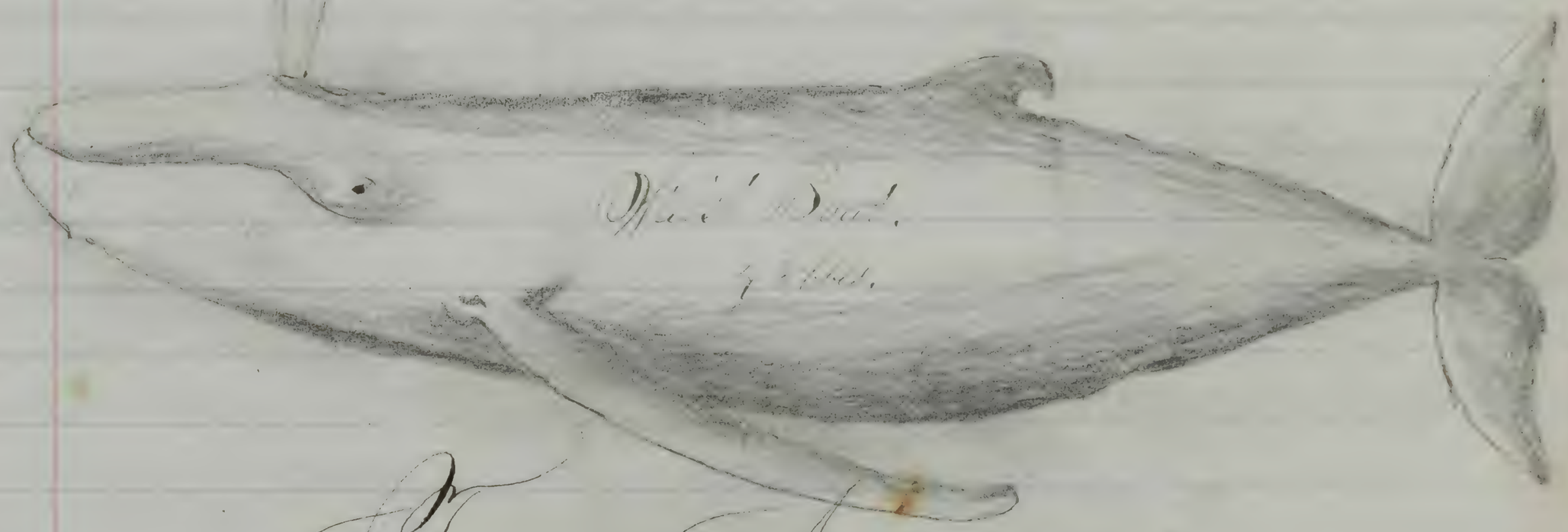
we were jogging along behind him, when the calf came up to the leeward of us, quite near, we lay perfectly still, not daring to move, when he went down, and turned, underwater towards the boat, and came under us, took a good look to see what we was, and then went off probably to tell his mother, and guess she made good use of the information, for that was the last we saw of them, though we cruised around there for some time after, when we got on board again, they told us that the next time they came up, they were gone off, and going like fun.

We have seen quite a number of whales today, when we were coming on board this forenoon we passed one school, of seven or eight, for a short time, but they were going to the windward considerably faster than we could, so we soon gave it up. The Kathadin was rough today, that's those sixty hours pulling forward.

Thursday April 8th.



Friday. April 9th.

Yesterday, we saw several spouts in the afternoon and immediately after dinner, we cowed in two boats, on a whale in sight to the windward. Just as we got the two out, he sank (we saw very indistinct) and, long after we got near up, he came up near the second mate, and he almost got on, but he saw the mate and turned and went of the way, and we

down, Hastings said, and he was
all under water, we didn't. Of course,
expect to see her again, we rowed near
on her surface, she came up again
nearly in the same place, and did not seem
to be at all injured, so, two "risings" after,
Mr Hersey had another chance, and that
time succeeded in getting fast. The whale
then started quite fast and at first
went upon a large circle, we pulling
hard after them, but going about one
mile & then three, after about an
hour, he managed by their burning
towards us, to get near them. The whale
passed under the boat, very deep, but it
nothing to put an end to our pulling
at all as then, but I suppose, did not
go half way to her, the next instant
the starboard side upon us, we were to-
gether a moment or two, and I gave
them my boat's yarn, for them to tow
away, but the whale was going so fast to
windward that the left the weather
long to pull towards our boats "stern" taking
out a length of line, and putting fire into
a bottle, tied, down, of course we had to
lose our yarn again, and in a short time
the other yarn was miles to the windward
of us. The whale was then joined by an-
other, and turned to the northward, towards
the island of Desada, and was quite
near it, before we could get out the plan and
get it, and then it was quite late, the
wind then stopped, and the captain soon
after, came off to us, and threw an iron
into the head; he had lowered from the
vessel, soon after the whale was struck,
among the small boats, and managed to
kill her, by sunset, by sunset at first, but
the iron was in her head, the second mate
and one there also, held her up, and we
towed her mouth up, and commenced to

[illegible] to the vessel, which was [illegible] of [illegible] people have [illegible] [illegible] of the crew had a very dead lift, and the whale did not say good, but [illegible] a great deal more, and [illegible] [illegible] got alongside until after daylight this morning, and then we were [illegible] and well tired out, I think we had some pretty heavy rowing, one of the [illegible] beat them all, however, we all [illegible] in, and [illegible] strength [illegible] towed under weigh, and after passing Marie-Galante, where we arrived about [illegible] we immediately commenced cutting in fat and did not get through until eight o'clock, we then put the fish and [illegible] being out as soon as we [illegible] and [illegible] minced, [illegible] the crew of the brig crew came on board, [illegible] captain, the brig's name is the Cydonia, she has most of her coal discharged.

Saturday April 10th.

Pleasant weather today, have been trying out all day, I had some company on board, sight seeing, several ladies and gentlemen from ashore, and the Cydonia's captain and wife, Lowered for two large whales, that were near us, the [illegible] got quite near, but could not get fast, saw several others, all going quick. "—)

Sunday April 11th

We finished trying out this morning, and washed off the decks, and after breakfast went ashore, and walked about in the town, until noon, dinner came aboard, and the starboard watch went ashore, [illegible] had to pass the [illegible] expeditions, and this afternoon we had to take the oil [illegible]

[illegible] and a boat's crew from the ship were on board by sunrise, and started the cutting. Some of our men got paired upon other, the Gibbon, and blank father more than they could comfortably carry, but they managed to get pretty well after they gotten aboard, having the second mate had a little trouble with one Gibbon as ore, to get him into the boat. We have had very pleasant weather lately. There is not generally much rain here.

Monday, April 12th.

We stood [illegible] over to the ice, about 4 or 5 miles, we then washed the model off, and went ashore to the ice, and had a good wash ourselves. While we were lounging about there, the captain came down, and said there was two or three whales in the ice, and wanted us to go out after them. There was two boats ashore, and as we had all ready, we pulled off at once, while the second boats went on board in the starboard boat, to get his oars ready. We saw the whales. They were going quite fast to the windward, but after a long hard pull we got up to them, and after following them under water twice for some distance without their coming up, to give us a chance, they finally were obliging enough to come up near enough to strike. There were three whales, one of which was a calf, the cow was quite a good sized fish. I got the iron into the calf, and after holding fast for fifteen minutes, the line parted, and they went off to the windward so fast that we could not catch them again, though we followed them some distance. So we had to turn back, and go on board again, minus an iron. We went out, and got near as when the line parted, and where we

1864 ~~We~~ were going on board, we got a fresh gipsing out in the starboard boats, & (surprised, the captain has been ashore all day).

The weather has been very changeable, the last two days, with a strong breeze; today we got up one of the jink casks, & cut the head off it, to use for oil. After breakfast several went ashore, and got a jink in the sea and stuck till eight O'clock, & the men, waiting for the captain to come off. Saw one whale today, towards Guadaloupe, a long way off. All hands getting "grouty" and growly, lately.

Thursday, April 15th.

Downed the two sails this morning, and got cruising, to the W.C. after filling eight casks of fresh water, & doing nothing, we went ashore, & a little out, that we were near, to see the natives, and about half an hour, we had seen all we wanted to, of such a race as that, native and all, so we went off again, no richer, and not much wiser, the people there, seemed but little removed from animals, in their style of living. Huts that looked quite neat (from the boat) among the coca nut trees, when we got near them, were not inviting enough to want to look at them long, and the body within them, seemed to be asleep. We got on board again, dinner time, and found a lot of Frenchmen from ashore, dining with the captain, and doing more talking than eating. After we had dined, a whale was raised, breaching, five or six miles to the leeward, we immediately started in the boats, to try and intercept it, a thing we have done, the last three, but the wind (there was two of them), were a little too remaining for us, and we did to come on board again without getting fast, though we were quite

and then once, we got on board again, about
sunset time, and after that we had very de-
lightful, cool, fine nights, and a
good breeze in the river, and then we did
nothing for the rest of the time, except take
a stroll up to the sugar factory, where got
some of the hot, boiling juice to drink,
some sugar to eat, and some sugar cane
to carry on board, got on board again be-
fore eight o'clock, leaving one bread of mus-
quitoes on shore, to encounter another bread
of the same species, on board. We gave our
quantity of them, now, and they make
upon work for my rights.

The captain of the Olympia, is sick, and we
have, with the following figures, caught it,
over to Point Pitre, the other day, (the same
place where we anchored, on the 22nd of March.)

Friday April 16th.

Early this morning, we got under weigh,
and steered over towards Point-
Peter, Guadeloupe; when
we were most over there, we
saw a school of several whales,
together, going to the leeward, quite
fast, and we got to windward of
them, we tacked for them, and soon got
near them, then one of them came up, on
our lee quarter, quite near, we hitt off for him,
and he stood, when we got very high, I
darted at him, under water, but he was too
deep, and the iron did not reach him, I
fast and tried to haul in my iron, some two
more came up quite near; we went on, and
got therein into a small sized fellow, he
seemed so astonished, at first that he did
not move for a minute, but in one minute
he for left time, and made the best of his
way out mouth, is that we could not see any-
thing, for the water flying in our faces,
he ran fast, for some time, and took no quite

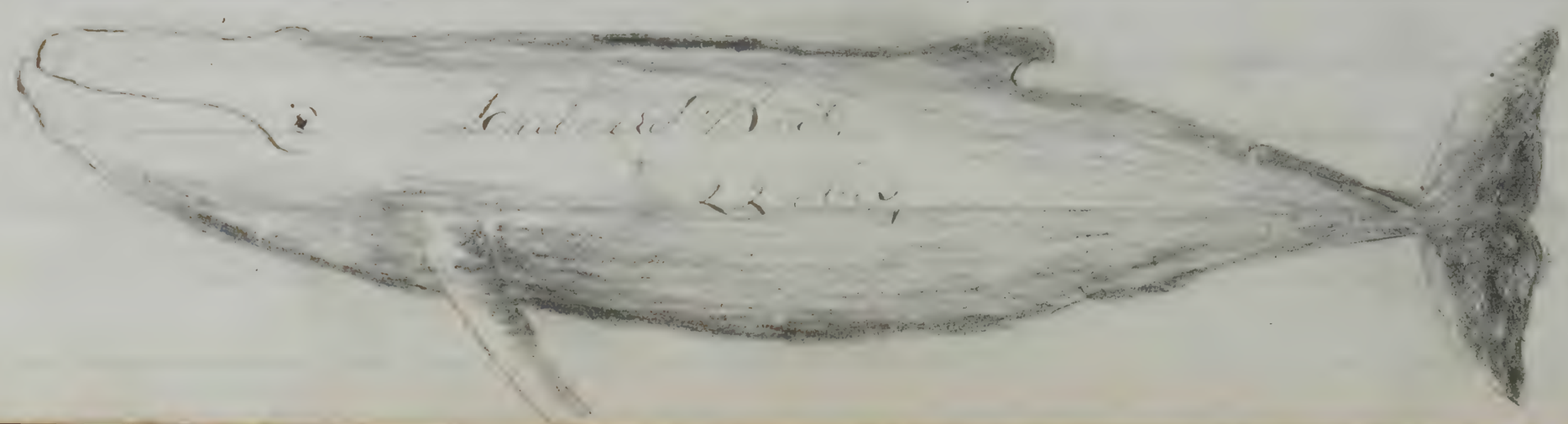
a long distance, with a little, we managed to get close alongside, and the weather continued, so that we got the planes and lances, and finally got a good lance into the monster, and Mr Martin, Edwards, and each mate of us, that we could now, very soon after the attack, we placed a strap, and lashed only on tugs, they first a bowline lance, and then fired first several times. About noon, the whale was dead, and showed a little sign of life, but we had got a iron in his head, and held him up, along the vessel to us, and, while we held the whale, second mate, with his crew aboard, [illegible] pipe, put on midship amidships of the whale, he fell off on the port tack, swinging on the lee side, the whale fell aft, and brought his under the bow, there was quite a heavy sea swinging, and he fetched down on the bow several times, each time the bowsprit striking the boat, and almost knocking her under water, and endangering the lives of all of us, for more than one day the first time we fancy, I, the mate showed his courage, by cutting down of the head rigging, and clinging on board, having the least of it, to be killed, or sunk, for all he would help us, but we managed to get out of it, with no other damage than some hard knocks of the boat, and get the whale alongside, when the mate got frightened, and he pulled off from the vessel, and commenced to haul in our line, (which we had, of course, let go, when we were under the bow) but we fixed the whale to work, and Mr Martin's line had parted (broke) from the vessel; we tried to hold him with our boat but he had got too far down, and we had to regret that our line parted too, and so we lost the whale, I think, had we saved him, he would have made about 30 or 35 bbls,

1869.

Finished quite our work, we left this morning, at half 7 o'clock, low water. Wind of land, after breakfast, pulling quick a mile up, until a number of other boats, today, also, the Eight oar, passed, yesterday, the 16th. We left another this afternoon, and finished, and set up iron, and battened hatches, that,

Saturday, April 17th.

Commenced calm. Got after breakfast a moderate breeze springing up, and got the mainsail, and stood out, to the northward, upon on the south, we had several times going aground, but did not stop, until we got back, when we stood upon the wind, and pitched, and covered by two o'clock, the wind was going quite, but to the windward, but, after getting quite a off, we managed to get in the windward of them, and set our sail, and stood off for them, but, after getting we got to them, they went more handed to the windward of us, we then rolled up the sail, and stood them, but they knew enough to get off from us, and, this we got more than so we stood a little to one side and, by extra hard pulling, managed to get to the windward of them, and then we left off for the first gra that we saw, but he bent us, and stood, passing under the boat, so deep to dart at, just then, we saw two more coming up, and we passed ahead



with the oars. We passed the island, driving, although, we had quite a long distance to go, and yet we left the island to the port side, we that we could go, working to windward, by over the boat, and finally we passed to the other, so that we could hardly guess, our left, on account of the strong current, we in the, which by using the oars we could get to the windward, but that we could not have to dance upon, until we went one or three miles, when he proposed to try sailing for about two minutes, but by our for us to have gone, and it, in, we got a dance at long, and fortunately it was a good one, for, by next time he came up, he dropped thick wood, the next morning, as this what Tango to the windward again. The iron came out, we then had a long to the windward after iron, but he was so sick that he could not go ashore, for long, and we caught a fish in, got another prong in, held, we then gave him a bottle line, and, and lanced him two or three times, when, being he was most roughly to give up, we turned our tub-line bottom up, and put an iron in his head, and then, seeing he was not dying quite quick enough, lanced him a little more to hurry him up. The wind made up so forwards and all the time, and then after the canals we had, we got there, and got another iron into his head, to help hold him, as he had commenced to pick down at it; we got the line to the upper deck, and moored to it, to the lying towards the well, while Mr Martin held his line through the bow of his boat, attending to the time the mate thought he would try, and see if one boat could hold him; so to have that to do when the wind

Stack of blubber, and let the gauge
might & they crowded at our boat; he
did so, and he fast and that came
down, went out that, with his three
under water, and filled for half full
and, had they not been quick in cutting
their line in the other boat, we
would have lost our boat entirely, with our
we hurriedly carried lee, we then boldly with
the knives in both hands, ready to cut the
line if the whale should sink any
longer, and let a wall (flap) for to
capsize come in as from the reef.
After he got to sea, and of the darkness slow
down, and passed a little from his boat
around the whales flukes, with small
hump to the surface, not a cow the
"Spirit" fast to his fin, to help
hold him, and then Mr. Martins boat
took the line from the flukes, while the
captain went to regard. He got a large
rope, and then through a hole in the
whale's tip, and took him along side,
with that, fearing the whale lines
would not hold him, we got home
in the night, about 7 O'clock. Edward Swift,
and Isaiah Rogers, Marie Antoinette, and
then go to nothing to get, dinner and
supper together. Among the whale
[illegible] the starboard of
Armanda Terry (Deceased) it will probably take
some days to get to cut out and ex-
ape, and perhaps not a little before
dark.

Monday, April 17th.

Yesterday, we cut it to a while, and cap-
ped, and bigged it, and today we finished
the night, and after washing off
the result a little, we got under weight, and
it was increased, and two ribs and

169 Sailed from Darwin, for Prince Rupert Bay, in the Indian ocean, Capt. H. Hills of Princetown, Capt. Chapman, he came on board of us, early in April with 60 pigs, come to anchor, landing all in good shape, we had Mr. Hills Mate Calvert, and eight of Mattapoisett. Capt. Hill, and B. S. Spears, Capt. Cook, of Princetown, and his Cooper Baker, of Boston, are looking here, by letter we received, the B. S. Spears, is now by Cape Verde, Hardly, for we expect, and stand about another, for expecting letters, they are, in port, the Mattapoisett, Lund, light, Tryal, 1700 bbls of sperm, and 800 bbls of sperm oil, Stand, now the oil today, here we, about 122 bbls, P.

Saturday, April 20th.

Pleasant weather today, with a strong breeze, we have been taking in good, water, ballast, spars, fresh fish and vegetables, for have got cask for water, to about eight feet length of ballast on board, the Ship H. Lewis, got under sail, this morning, and went out to Galapagos, Islands, to go to Mare Christe, What, we, at, Carlisty, are, here, for, Rain, did, get, off, any, fresh, bit.

Sunday, April 21st.

Pleasant weather today, with a strong breeze, the Mattapoisett, and the Capt. Baker, went out this morning, and soon after the B. S. Spears, came out and followed, in the, way, to the, windward of us, the, Ship, Lewis, was, in, sight, in the, offing, we, got, under, way, and, with, light, winds, light and baffling, we, to, work, to, have, there, and, shorten, the, anchor.

Friday April 29th 1861

Early this morning the Flag got round with a small boat to the C.S.C. about 11 days ago, we also got round with it and left in the same direction, but not as a little sailing vessel has passed before, we had to get round with Flag of Truce, we anchored at Hard Cheeps, but after dark we left it, Flag and all, we anchored for the night in Hard Cheeps, they had got more than two miles from us, we had a large boat, three men, and two boys, we rowed the two boys and left them, we got round that way, the men and self, they left one anchor, we had to row all night, we got round them, and at daylight we were at the entrance, we had a first rate chance, and I myself, I found the eight-oar, and could not take the boat very fast, we then got under their bow, and then slipped the boat lines into the row, and there we had, we in price on Force, we then landed, we got Mr. Mahin's gun, and took prisoner, and then it was the row, and we got after my house, and I was partly, I was looking around, I found there, he got frightened, and ran away, he pulled his pistol, he got, meanwhile, got a shot in, killing her, and then shooting Force, and I got out of the house, and then I got down, and ran out of the house, and ran out of the back door, and ran down the side and started, quite light, though we had to pass through the town, to reach the river, which back to where that we

1869 could not get at it to do anything.
The captain had set the vessel whilst going
down after we were fast, and after the whale
was dead, hove to to the leeward of us, to take
her alongside, but was so far off, that Mr.
Martin's line could not reach, so we had to
bend it again, and that time, which they
were hauling taking on board the vessel, it
parted again so they had to come to us the
third time, but when the whale was about
a boat's length from the vessel, the line broke
again. as soon as it parted one of the
darkies jumped overboard with the end
of a small line, which was fast to a large
hawser, and swam to us with it, we
made the hawser fast to the fin, (the darkie
dove under it to do it) but while we were
doing it, the vessel had drifted so far to the
leeward, that it would not reach to us, so
they had bent a whole line on to the end of
it, and by the time we were ready for them
to haul, the hawser itself was quite a
distance from the vessel, as soon as they
commenced to haul, the iron we were hold-
ing the whale by, broke, and as we did
not have another in the boat (we had two
in the calf, and two in the cow), the whale
went down, head first, and soon after
the line to the vessel parted, and she was
gone, it was bigger than any whale we
have taken here, we lost seven irons,
a small tub of line, and the hawser,
There has been growling and swearing enough
today. the mate and I had a <u>row</u> in the
boat. and after we got on board, the captain
came down on him <u>heavy</u>, for things that
he did that did not suit the captain's ideas,
Everybody is <u>cross</u> enough, the captain would
not go to anchor again but set all sail, and
commenced beating up to Barbadoes, with
the wind E.S.E. Variable,

Friday April 23rd, 1869

We had a rough night, rolling off the Grenadines, & this morning the mainsail was carried away, & we were obliged to put back to Bequia, to repair damages, & get another sail. We left St. Vincent, with both port & starboard lights on, & arrived at Bridgetown, about 1 O'clock, there are a large number of vessels laying here, three of which are anchored near us, a boat from one of them, (the Colonel Cogrett,) came along side of us this afternoon, & got five letters from home, soon after we anchored. We got everything ready, this afternoon, to commence making out the bills early Monday morning.

Sunday April 25th.

Pleasant weather today! most everybody resting, writing letters &c, several officers called this afternoon, and went all round the ship & looked around, it had a cheerful, yet we could hear something a little different from the everyday cursing &c. that we hear on board, but we found that there were prayers to be held this evening, so we looked around a little while, and then came on board again, glad to get where it is a little cool and comfortable

1869 Capital.
Shepards Helen M. Simmons and Nellie Putnam of Provincetown, came in today and anchored near us,

Sunday, April 27th.

Sorting up & cooping up, not unloading, as we are all, so far at sea, in it all day yesterday, the hay coopers on board, to cooper the casks, in, have put them into a large lighter, hanging along side, and they carried them to the big Lizzie Snow, laying near, she is loading with oil the dark home, yesterday, the whaling schr. Sarah C. Perry Boston, came in, tonight one of her boats crew came on board, to see me, he was up, the Para last voyage, had a good time; talking over old times &c.

Wednesday, April 28th.

We have had the cooperson board all day, setting up "hogs," they set up 11 casks, part of which we stowed away in the hold, we have not been very stirring today, the two the whaling barques have gone out, leaving only the barque Glacier, besides the schr. Jacob C. Murray went ashore this afternoon, and signed the ship papers as shipkeeper, we have had considerable rainy weather lately

Thursday, April 29th.

Pleasant weather today, we have been stowing down the casks, as fast as they "set them up." After supper, they had quite a row, on board the Sarah C. Perry, we saw them take one of the darkies put out of the crew and the ship with poles, they then lowered the watt boat, and the second mate went ashore,

Friday, April 30th.

This morning we pulled up the anchor at the usual time, & hauled back to the wharf, & made fast,

1869.

The Lucile, not being much affrayed at
it, ran to assist the officers, and
together came off board, and the second
mate fainting all heavily by reason
We heard the mate, later, about the
trouble on board the Ulysses, last
evening, when that vessel came off
and anchored, the second mate
(who was a stalwart foreigner) took one
of the sailors to take hold, and help
him to the cart, as there were but few people
side it, but he refused, and swore that he
would kill, knowing wife, told him that
if he doing duty, he should put down on
iron. The boy said that he did doing duty
the second mate was not doing, and got the
iron, and forward, and told him, if
had at the hands, when the second
following that, sprang towards him, and
before any one could see what he was doing, flourished his
knife, the whole night, in the second
mate's back, as soon as the others saw that
they immediately held him and put
the irons on him, and then tied him, so he
could move neither hand nor foot, the
second mate then went ashore to get a
doctor, but, before going far, fainted in the
street from loss of blood. They sent for the
doctor's attendance, and then carried him
on board the captain and mate also went,
they had seen of the other captain the
for a while, and then set the lights for the
harbour police, who came off, and
carried the man ashore in custody. The
second mate is so weak that he dare not
so much as move himself. The knife
went very near his backbone, and must
have gone into his kidneys, so it is
doubtful if he recovers.

Saturday, May 1st 1858.

[illegible] weather today, with a good breeze of wind in the morning, and light airs in the afternoon, [illegible] the Ship [illegible] Chili [illegible] 9 O'clock, [illegible] 1 P.M. [illegible] 1 P.M. [illegible] Ship Lyra hoisted, with one of her boats, [illegible] Orleans.

Sunday, May 2nd.

[illegible] Ship, we commenced early, and moored the vessel alongside, fore and aft, with rope, and then commenced painting her on the starboard side, [illegible] Capt. [illegible] did not get quite [illegible] also [illegible] the boom and gaff, [illegible] Mr. McGregor, [illegible] Pennsylvania, left Lyons, [illegible] afternoon, 18 months from home, 400 bbls sperm, 75 black, [illegible] New Orleans.

in the evening.

Monday, May 3rd.

[illegible] early, [illegible] the vessel out, [illegible] three days, and this morning painted. [illegible] the [illegible] the [illegible] the paint the [illegible] and gaff, [illegible] about 4 O'clock, the cartage came on board, and we commenced to heave up our anchor. The Glacier was also getting under weigh and as she was in our way, we had to wait un-

1869.

she got off, we then set foresail, and mainsail, as did also the Wm. Crozier, and got the anchor up, when we had the anchor on the bow, and two jibs, and again gaff topsail set, the Crozier was some distance ahead of us, but we soon passed her, and at dark she was a long ways astern, both of us steering for Dominica. The Sarah E. Lewis left this morning, bound to the same place.

Friday May 7th.

Very pleasant weather, last night and today, in the morning, the Crozier was in sight, astern of us, she evidently set more sail last night. At noon, we passed the Sarah E Lewis, and spoke her, the islands of St Lucia and Martinique have been in sight today, and at dark Dominica was quite near, on our lee bow. We have had rather a moderate breeze, the last 24 hours. Late in the afternoon, a school of black fish, and porpoises passed near, the porpoises came under the bow, and I started at one, but did not hit him. I have been at work today, grinding and setting up irons, I have got two more to fix, we anchored at Prince Ruperts Bay at 10½ P.M.

Sunday May 9th.

This morning, nearly all hands went ashore, and had a wash in the river when we came off. I went on board the Sarah E. Lewis, and staid until nearly noon. Early in the morning, the Sch. Mary D. Leach came in and anchored near, the Sarah Lewis, came in yesterday forenoon. Yesterday we filled all the casks in the hold, with fresh water. The Schrs Lizzie V. Simmons, and Walter Irving, are laying here, I have acquaintances on board all the vessels here, and have been visiting considerable today. The Mate of the Mary D. Leach, was mistaken

us, in the Para, last voyage. Have had very pleasant weather, with moderate breeze, today. Since dinner, I have, not that we shall go ashore today, but I hardly thought it worth the trouble of getting ready, and so did not go.

Monday, May 10th.

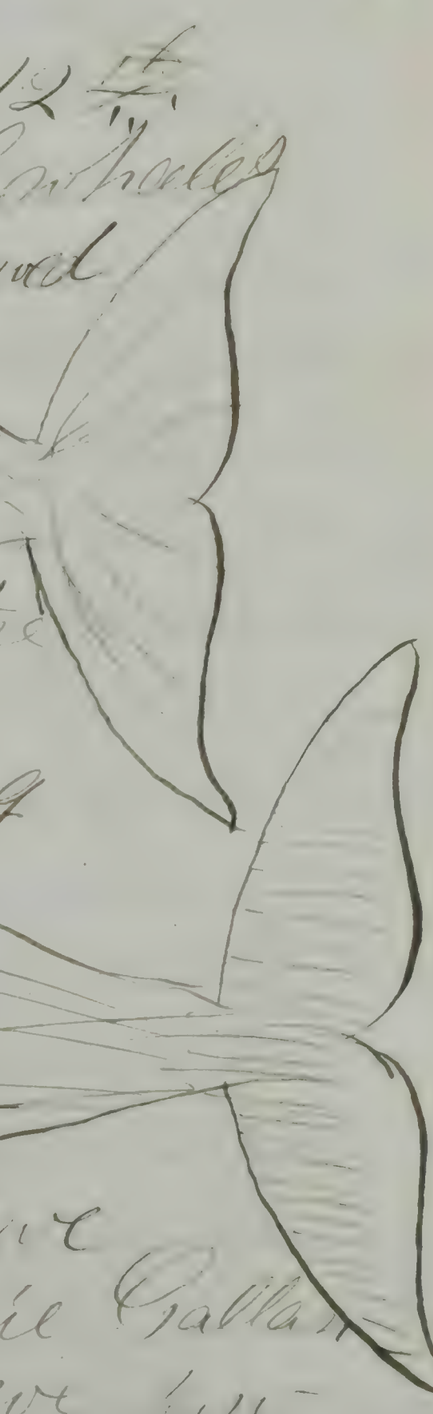
Today we got off six boats, about one half of eight, and, as little wind was quite moderate, did not attempt to go off, but went fishing in the evening.

Tuesday, May 11th.

Early this morning, we got under weigh, and stood for Marie Galante, where we arrived and anchored, about 11 Oclock. Soon after saw two large whales quite near, and lowered the boats, but could not get fast.

Wednesday, May 12th.

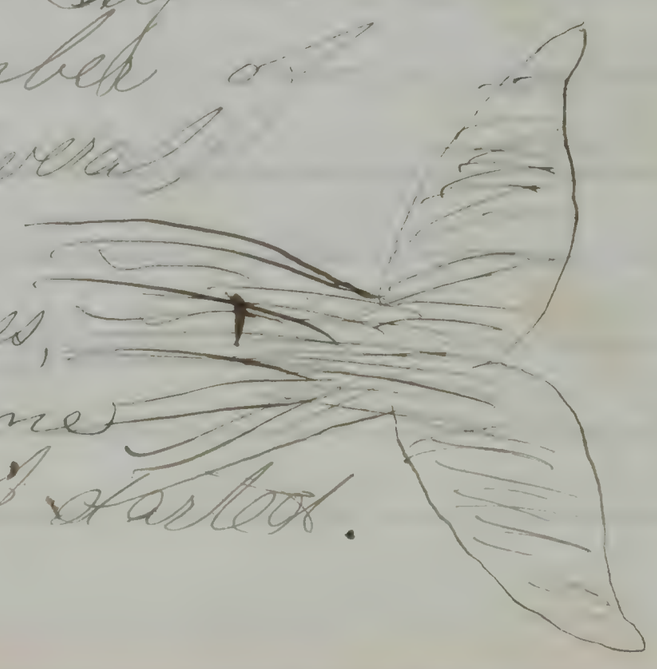
This morning there were several whales in sight, but, as none of them showed very good opportunities, we did not lower, but, after breakfast, got under weigh and stood to the northward, on the wind, when we got over towards Point Peter we saw two whaling schooners to the windward, one of them soon after lowered her boats, and soon struck a whale, but, as we thought there was better chances alone, we tacked and stood back towards Marie Galante again. At noon, when nearly there we saw three whales together. lowered the boats, and soon after I had a good chance, and struck the largest of them but the first start she gave, parted the line, and they went to the windward so fast that we could not



catch them, so, after sculling for some time, we went on board, and kept off again. About two O'clock, saw several whales, together, going towards the shore, near our anchorage, so we lowered the boats, and as soon as we got near them, saw there was three large whales, and a calf, we got quite near them, and the calf saw the boat, and after dodging around us for some time, they all started off, and came up near Mr. Martin, and he went on, and struck the calf, before we got to them. Mr. Martin fired a bomb lance into the cow, ~~and~~ we then struck the cow, and tried to shot her too, but the gun snapped twice, and would not go off. Mr. Martin then gave me another bomb lance, and then went on to try a hand lance, the first time he threw it, it came back in two pieces, leaving another piece in the wound, the calf then died. (from the effects of the second iron, that the second made them into it.) and the cow wounded, and took our line all out in a hurry. The captain then waved, and we went along side for another tub of line, and, though we chased the whale untill nearly dark, we could not get fast, she got in company with three or four more, and we could not get near them. We towed the calf along side, cut off some beef, and let him go, and then went in and anchored at 6½ O'clock. Two more of my irons gone today. I have had very bad luck lately, losing so many of them.

Thursday. May 13th.

We have seen quite a number of whales to-day, and chased several of them; in the forenoon we were chasing two large ones, when suddenly one of them came up broadside to the boat, and I started.



and he gave a little jump off the side of the boat, the speaker's wife was at the stern (we got already very nearly, and, soon after encountered an heavy sea) unbuttoned the shoe, and screamed, soon after five o'clock, or just a minute, perhaps, then Seth jumped up, and pulled off the shoe, so we lowered the two boats, just, soon after getting there, the came up in favor of the second mate, and he upset an old stack, it was quite a large mass, and the boat turned around a few times for a few minutes, soon got the boat right side up, the boat capsize, and all hands fell into the water, I got pulled by them to a rope as we could, and we got some distance from the wreck we met one of the men swimming, my friends saw him, and crying out "save me" at a great rate so we took him into the boat, and tied the rope with what we by matter hand again, got the rope tangled, I got to keep down the rope (I got tangled in rope down in the water) came in the water, we soon got to the other, who were standing on the bottom of the boat and got them into the boat, and turned that the line had got fast in the "chock" of the boat, and so pulled her under water, then she capsized and the line came away,

We soon turned the boat over, and bailed her out, on to her keel, and they launched her again quick, so as to get water enough in her to float the quarter boat above the surface, and while a couple of men were bailing her out, we went around and picked up the oars etc that were floating around, nothing was lost but the line, and two irons, one of which fell out of the boat when we were turning her over, the captain had moved as soon as we were upset, and they arrived ~~arrived~~ just as we were about putting the things back into the boat, we got ~~to~~ just before dark, the whale went towards Philadelphia, with all steam on

I got the irons fixed today to replace those lost,

1869

Friday May 14th.

Early this morning, we raised several whales, to northward of us, breaching, fining &c. We lowered the boats, and pulled for them, but we did not come near them, we lowered, so and after pulling between four and five miles, stood up to see if they were there, but, and finding I was from breaching about four miles away, we gave it up, and then gave it up, and started for home, before we went far, we saw a small whale, to the leeward, and chased him about two hours, but he was humpback all over, and we could not get near him, so we gave it up, and got on board before 11 O'clock. In the afternoon, I commenced grinding a lance.

Saturday May 15th.

We commenced, early this morning, to work on the rigging. we first shacked the fore and main rigging, and head stays, and then set up the bob stays, and then all the rigging in succession, also sent down the flying jib, and took in a little on it, and set up the main topmast and topgallant rigging. At dark, we did not have it quite all finished off. Saw two whales today, one was going quick, and the other was a long distance off.

Sunday May 16th.

Rainy weather today, with a strong breeze, we went ashore in the afternoon, and had a wash, and swim in the river, have not done much else today.

Monday May 17th.

We got under weigh early this morning, and stood out to the northward, with all sail set, to a moderate breeze, this noon, we saw

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a whale ahead of us, and the next rising in our wake, and following us. we fastened two boats but he did not stay around long enough to give us a chance to get fast. we transferred for some whales that were about 4 miles to the windward. we got near one, in shoal water where we could see him on bottom, and for two risings we followed him under water, until he came up, but each time he knew enough to get out of our way, we chased him until we drove him off, and then went on board the vessel, and went in and anchored at Petite Terre. The Schrs B. F. Sparks, and Wm. Crozier, are laying here, The Sparks has taken 190 barrels of oil here lately, and the Crozier about 90 bbls, After supper, Capt Cook, and my father, came on board, soon after Capt. Cousins also came, also after dark, several of us went on board the Crozier, and spent the evening.

Tuesday, May 17th

This morning we got under way early, as did the other two schooners, they turned to the windward, on the wing tack we kept off for the weather point of Guadeloupe, intending to run down the shore, but, as soon as we got near the point, we raised some whales near it, going by to the northward, as they were quite moderate, and near the shore, we luffed to the wind, and when we got to the weather of the point lowered the boats there was quite a strong breeze, and the sea was very rough, caused by the strong tide running There were three whales there, one of which was

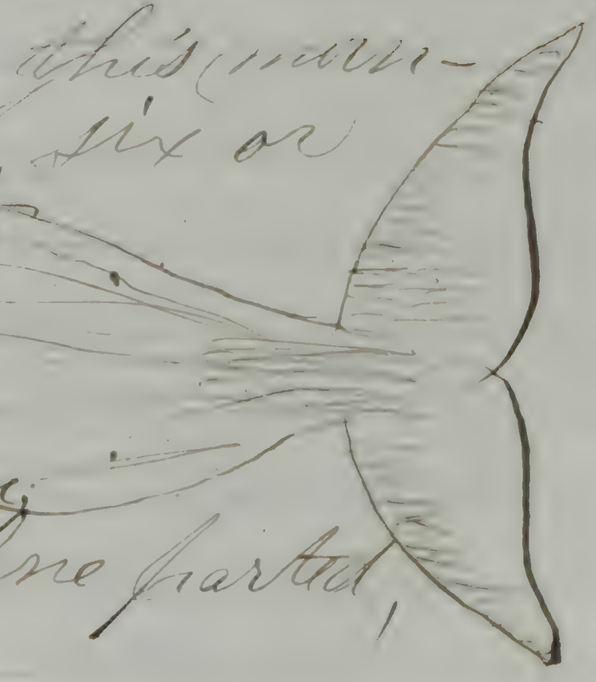
a very small calf, before we got very near them.

1869

they started to the windward, quite fast, we pulled after them, and after following them for some time they turned to the leeward, and soon after, I struck the calf, it was the smallest calf I ever struck, and could not take the boat around very fast, Mr. Martin soon got to me and just then the cow came up, and he got fast to her, without any trouble, we then pulled up, and gave her a bomb lance, and as soon as Mr Martin got a chance, he gave her another, she then went down, and as soon as she came up, we pulled right on top of her and Mr Joseph, shoved his hand lance into her, right over the shoulder blade, the whole length and she never moved from the spot but "turned up" immediately. the calf ran a little way further with us, but we soon killed him, and cut the irons out and then went alongside the vessel, and got a good sized, new rope, which we took to the whale and made fast to her head, and took her alongside with it. after we got everything fast, we were about 4 miles, to the N.W. of the point we had passed before, and the sea was so rough, we could not beat out by it. we got the whale alongside, about 10 clock A.M. and, after beating until noon, and finding we could not get by the point, we have to. took in all sail but the mainsail gaff-top-sail, and jib, and got ready to cut in, while we were in the middle of the work, a heavy squall came up, and it rained very hard, for about an hour, soaking us all, and not feeling very comfortable, we then got dinner, and then cut the whale in, it was very rough, so we could save none of the fat, but only rolled the blubber off, she appeared to be a very fat whale, the blubber is thick, and fine looking, we got all out in at 3 Oclock, and then set all sail, and, at dark, got by the point, and kept off for Marie Galante, where we anchored at 10½ Oclock,

Wednesday, May 19th. 1861.

We commenced to try out early this morning. At noon, a school of six or seven large whales, came across the bay, and as they passed astern of us, Mr. Martin lowered in his boat, and soon struck one of them, but before they were fast long, the line started, and he went off with the iron.



Thursday, May 20th.

Finished trying out this forenoon. The blubber yielded oil very well. In the afternoon we washed the vessel off, and cleared up things generally. Saw several whales today, none very near.

Friday, May 21st.

Stowed down our oil today. There was about 44 bbls. washed the decks off again.

Saturday, May 22nd.

We got under weight early this morning, and steered out for the wind; we after leaving our anchorage, the Mary Crozier passed close to us, and spoke us. She had the blubber of a small whale on deck, and was bound to Dominica. A French officer came, and ordered them away from Petite Terre; We beat up towards Petite Terre, and about ten O'clock the B. F. Sparks got under weight from there, she came down, and spoke us, they got a small whale yesterday afternoon, and had just finished cutting him in. The officer had also ordered them off, and they were bound to Dominica. We anchored near where she left, at sunset, chased some whales for a long time during the afternoon, but could not get fast.

Sunday, May 23rd.

Strong breeze today. Saw some whales in

the morning but did not lower for them, as they were going quick. In the forenoon a boat came alongside, with two French officers, who said we were not allowed to anchor there, the captain showed our permit, but he said that only included open ports, and as Petite Terre was not an open port, or port of entery, we could not stay there, but must leave immediately today. after jabbering a while, he went off, which the captain said if they wanted him can leave today, they would have to send one of their men of war, or gunboats, and drive us off. I have been quite unwell the last two or three days, with a very bad cold, my throat is so sore that I can hardly swallow anything, yesterday I was not able to go in the boat. my head felt so bad, and today it is not much better.

Wednesday May 24th.

After breakfast, this morning we got under weigh and passed along to the windward of Guadeloupe, we lowered for a school of whales that were going the same direction with us, there was a cow and calf among them, but they were very wild and we could not get on, though we chased them for a long time, I went in the boat, thinking I could manage to stand it, but I soon wished I was on board again, for my throat and lungs troubled me a great deal, after we came on board, they seemed to be growing worse, so I thought I would doctor a little for them, I wanted to take a good sweat to throw the cold off, but the captain said I might catch a worse one, and that I had better take a dose of salts instead, so I took them, and they made me so sick at the stomach that I could hardly move about, at night I felt very miserable.

At dark we were passing to the leeward

of the island of Montserrat, steering about N.W.

Tuesday. May 25th.

This morning we were to the leeward of St. Kitts, with St. Eustatius ahead of us, and not very far off, we were soon off the harbour, and Mr Musserdon, the harbour master came on board, and, after finding everything all right, we went in, and dropped anchor. There were four other whalers laying here, we anchored at 8 O'clock: In the afternoon, I got dressed, and went on shore, it seemed little like going home, I met so many old friends, and all were glad to see me, I passed a very pleasant time ashore.

Sunday. May 30th.

There has been several whalers here since we arrived, some coming and others going, and today there are nine at anchor, I have been ashore most all the time since we arrived, this forenoon, the Wm Crozier, and B. F. Sparks, arrived, after waiting some time, and seeing my father did not come ashore I got a boat, and went on board the Sparks, and after supper, father and I went on shore together.

My cold has been very bad, but is a little better now, last wednesday night I slept on board, and took a sweat, it cleared off most of the cold, but it has settled on my lungs, in a cough, and my head seems to fall of something, I don't know what, I can not smell, or taste anything, and am allmost deaf, which, just now, is very troublesome, my friends on shore have been very kind, and have given me various remedies for my cough, but it does not grow much better, My father saw Frank, my brother, in Dominica, but they are not coming here.

Wednesday June 2nd, 1869.

This morning, the Schr. Winged Racer, got under weigh soon after we also got under weigh and steered off N.W. by N. with a good breeze, when we started, we set the mainsail, foresail, and two jibs, and main gaff topsail, we passed the Winged Racer, about noon, she had on gaff topsail set, in the afternoon, we furled ours and at dark, she was a long distance astern.

Thursday, June 3rd.

Pleasant weather today, with strong breeze, we steered N.N.W. all last night, this morning we kept off to N.W. saw one vessel, in the afternoon, the wind moderated considerable towards night. my cold is about the same, deafness troubles me much.

Friday, June 4th.

Moderate breeze today, with quite pleasant weather, saw several rain squalls, but none came very near us, we steered N.W. all last night, today we have been steering W.N.W. by N. At work today, scraping, and varnishing, the "dead-eyes", and belaying pins.

The captain has been in very poor health, for several months, and in Wallis, I heard he said he felt so bad, that he should go from there directly home, unless he felt better, soon after getting to sea, the way we have been fixing up things lately, looks like homeward bound, I hope it is, the longer we get there, the better I shall like it. We set the main gaff topsail last night.

Saturday June 5th.

The weather has been very pleasant today, and the wind moderate. Early in the morning, a school of porpoises came under the bows, but did not stay long; soon after raised a school of blackfish, we passed quite near them, but did not stop for them, some porpoises that

1869. were among them, came under the bows, and the mate
started at one, but did not hit him. We have
been steering N.W. by N. all day. This after-
noon, I finished painting a sentance, to replace
the one that was broken on one of the windlass.
Not much doing, in particular, today.

Sunday, June 6th.

Very pleasant weather again today, with moder-
ate breeze, steering N.W. by N. with nearly all
sail set. We have been doing nothing today, but reading,
and sleeping, nothing in sight. My deafness
seems to remain about the same. cough is a little
better. Lat 26°.35' N. Long. 70°.12' W.

Monday, June 7th.

Moderate breeze today, from N.E. in the forenoon
we jibed over the sails, and steered W.N.W.
At work fixing mats &c. in the forenoon; in the
afternoon painted the waist boat, inside, and out.
we painted the other two boats in Statia
Everything seems to go along more quietly, lately, on
board, than usual! I wish it would continue so,
but I dare not hope that it will. This forenoon,
there was a vessel seen, on our lee bow, but she did
not pass close enough for us to see what she was. We
have got out of the trade winds, today.

Tuesday, June 8th.

This morning commenced very rainy, and
squally, with variable wind, after breakfast,
the rain held off for a little while, but dur-
ing the forenoon it rained again very hard,
and we caught a cask full of water. In the
afternoon, it still continued raining, and we
had a moderate breeze from N.E. and steered
N.N.W. have been busy, first of the day
washing clothes. At sunset, took in all sail
but the foresail and jib.

Wednesday, June 9th.

Commenced with a strong breeze from
E.N.E. and very cloudy weather, with some

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rain during the forenoon, it cleared off some and remained quite pleasant the rest of the day, though the sea has been quite rough. We saw four vessels and one steamer today, all bound to the southward. About four O'clock we got the trisail on deck, and set it. have been heading to the northward all day. The weather seems quite cool lately, we are all wearing thick clothes now.

Thursday June 10th.

We have had very pleasant weather today with a moderate Easterly breeze. before eight O'clock we hauled down the trisail and set the mainsail and flying jib. at noon we set both gaff topsails. We have been steering about N. all day. There has been two vessels in sight nearly all day, a brig off the lee beam and a schooner on the lee quarter both steering to the northward. At sunset we took in sail and lay to under trisail, foresail and jib. After supper, we saw a school of blackfish to the leeward of us. but, as they were going quite quick, we did not lower for them.

Friday June 11th.

Very pleasant weather today with light breeze from S. W. during the forenoon we were steering to the eastward. in the afternoon we hauled up and headed to the southward. We saw five vessels in sight today, mostly all schooners, one of them was a whaler, and we put our lee scuppers in, in the morning. and took in again at night, and lay to under the same sail we had up last night. Saw a school of porpoises in the afternoon, they were going quick! and did not pass very near us, afterwards we saw two porpoises. I have been doing a little "scrimshawing" work today, or working up pieces of ivory, making fancy things &c.

1869

Saturday, June 12th.

This morning, we were heading to the southward, under short sail, when a schooner was seen, ahead, coming towards us, with all sail set, thinking she might be a whaler, we waited until she got nigh enough, for us to make out what she was, and finding she was not a whaler, we set all sail, and steered to the southward, with a moderate breeze from N.N.W. The weather had been very pleasant all day; in the afternoon, saw another schooner on the weather beam, steering to the southward, in the forenoon we had seen one and a school of porpoises. Did not take in sail tonight; steering N.N.W. Lat. per dead reckoning to the southward of us all last night, Lat. 31°.14 Lon. 73°.49

Sunday, June 13th.

Commenced very pleasant, with light southerly wind, we steered N.N.W. all night. After breakfast, we kept off N.N.W. and filled, once the foresail, and have been sailing "Wing and Wing" all day, we saw two sailing vessels, and one steamer today, the steamer was steering south W.W. as she passed us, they hoisted the American flag, and we also hoisted ours, everything very quiet today. In the afternoon the wind increased considerable, and at dark there was a good breeze, and the sky commenced clouding up. My cold has not disappeared yet, I have got so that I can hear well as ever! but my lungs and cough trouble considerable yet. Lat. 33°.03'. Lon. 74°.26'

Monday, June 14th.

Commenced pleasant, with a light breeze from N.N.E. we steering north, with all sail set. Early in the forenoon, a merchant schooner passed ahead of us, steering N.E. with double reefed mainsail, foresail, and two jibs set, when she got on our starboard quarter.

1869

they jibed over their sails, let one reef out of the mainsail, and steered north by W. She was out of sight of us before noon. The wind increased so that about one o'clock P.M. we furled both gaff sails. At four o'clock we jibed over the sails, and steered N.E. at the same time a whaling schooner came in sight ahead of us. We passed quite near her, and spoke her, it was the Union of Fair Haven, we passed so quick that there was not time to answer many questions, but she appears to have taken whales lately, for they had some pieces of sperm whale's jaw towing astern. Soon after we passed her, out of sight of her, the water commenced to cloud up, and grow squally, we saw one kind of a hurricane to the leward, passing quite a comfortable with the water, and, while they were were all watching that, a squall came down on us so suddenly that we just had time to let go the halliards of all the sails, and let them come down, by the run; the mainsail would not come down, but the squall was not so very heavy, after all, and by keeping the vessel before it, we did not feel it so much. as soon as it was over, we hoisted the foresail, and jib, and then took in the mainsail, and furled it. I was at the wheel all the time, and, as the foresail was on the port side, and the wind commenced hauling to the westward, all at once it caught the wind on his other side, jerked the boom tackle, and over it went to the starboard side, with a bang that made everything shake, but, fortunately did not hurt anything. Soon after the sky cleared off considerably, and the wind moderated a little, but we did not make any more sail. At dark, were steering N.N.E. This forenoon, we saw a very large school of porpoises but we were going so fast, that they were behind in no.

The writer. Here is very cold, and green looking we are nearing the American coast, Lat 36°.13

Lon,

Tuesday, June 15th. 1881

This has been a very rainy, cold, and uncomfortable day, the wind has been very variable. After dinner, we got the wind a little more steadily, and took down the trysail, and set the mainsail, and two gaff foresails, and flying jib. The latter part of the afternoon the wind was about S.W. We passed a whaling schooner on the lee bow, and kept off for her, and about 4 O'clock spoke her, it was the Alexander of Provincetown. Capt Ryder, we shove to, and had a two hours gam: they are out on a blackfishing voyage, have been out three weeks, and have taken 35 barrels of blackfish oil. The weather continued quite pleasant, untill sunset, when it commenced to cloud up on the lee quarter, and it looks as though we were going to have light wind and rain from that direction; saw a school of porpoises in the morning, and a large merchantman in the afternoon, We have been steering N. N. E. the last 24 hours.

Wednesday, June 16th.

Pleas. Fair weather today, with moderate winds from S. W. We passed quite near a barque that was steering to the eastward, her name was Fannie Lewis of Victory, she spoke us, and wanted us to report her when we got in. Saw a few more vessels today.

Thursday, June 17th.

Last night, we passed lights, and this morning, Block Island was in sight on our weather bow, we had a very light breeze, until 8 O'clock, when we got a good breeze S. W. ~~and~~ we stood about S. E. by E. in the afternoon, we passed Martha's Vineyard, and passed Holmes Hole, about 4 O'clock shortly after dark, we passed a light boat, and spoke her. We have seen a great number of vessels today, most of them

1849

Sloanes, bound to the southward, one
ship ignorer, which captain knew who we
were, passed so near that we spoke her, they
said captains folks at home were all well, we are
now steering about East, and, if this breeze
holds, we will be quite near Cape Good, in the
morning. we have got all sail out.